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THE PORTSMOUTH HERALD.

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VOL. XV., NO. 4093. PORTSMOUTH, N. H., THURSDAY, FEBRUARY 17, 1898. PRICE 2 CENTS

-BARGAINS IN-

Ulsters, Overcoats, Reefers, Men's, Boy's and Children's Suits, Sweaters, Cardigans,

Canvas Coats, Gloves, Underwear Trunks, Bags, Hats, Caps and Furnishing Goods

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BOOTS SHOES AND RUBBERS IN THE CITY.

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WHITE PINE AND TAR,
B. and N.,
Promptly Cures a Cough and Relieves Throat Irritation.

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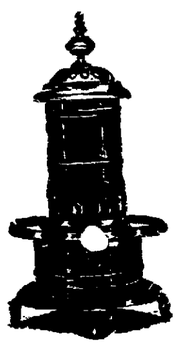
Apothecaries,
Directly Opposite Post Office.

Take just the frame and fork of your bicycle, taking it apart yourself, to the
Columbia Agency,
W. W. McINTIRE, - - - High Street.
and he will enamel it (black) for $2.00 or take the complete bicycle and have cleaned, enamaled set up and all bearings adjusted for $3.
These Prices are only for December and January.

ALL WHO ARE
In a position to know acknowledge the excellence of our work, and our prices are right.
LAWRENCE,
FINE TAILORING,
9 CONGRESS ST.

Just Think Of It!
James Haugh,
The Custom Tailor,
20 High Street,
is making stylish suits from $15 up pants $3.00 and upwards. In style and fit they cannot be excelled. Clothing pressed and repaired in a first-class manner.

A PLEASURE
To clean one of J. S. Tilton's fine harnesses is the verdict from the coachman. The leather is so fine, pliable and durable, and the trimmings are so heavily plated, that it always looks perfectly new. They keep every requisite for the stable in harness, collars, saddles, boots, blankets, etc., in all the latest improved designs and styles
JOHN S. TILTON,
18 Congress Street.



Oil Stoves,
The Latest Pattern.
The Celebrated
GLENWOOD RANGES,
PARLOR HEATERS and FURNACES
The "GLENWOOD" Leads. At
JOHN P SWEETSER'S,
46 Market St.

FIGHT WAS LONG.

Senator Chandler Against the Rest of the Delegation.

The appointment of Col. Rufus N. Elwell of Exeter, for collector of customs at Portsmouth, and that of Charles J. Hamblett of Nashua, for United States district attorney, are satisfactorily to the New Hampshire men now in Washington. The nomination of Mr. Hamblett has been a foregone conclusion for the last month, but over the collectorship the contest waxed so hot that the friends of Col. Elwell were rather anxious, and they are immensely pleased to know that his appointment is now assured.

It will be recalled that early in the session Senator Gallinger and Representatives Sulloway and Clarke recommended the appointment of Colonel Elwell, but Senator Chandler strenuously opposed it, and urged the name of W. Scott Smith of Portsmouth for the office. Petitions and protests were filed with the president and for some weeks the outcome seemed doubtful. About two weeks ago Senator Gallinger, who had been Colonel Elwell's most zealous supporter, went to Mississippi with the congressional committee appointed to investigate the needs of the Mississippi river, and the matter of the collectorship at Portsmouth was laid on the shelf. He returned to Washington on Saturday evening, and on Monday held an interview with the president which was quickly followed by the nomination of Colonel Elwell on the same day.

Senator Gallinger has been an unceasing worker in Colonel Elwell's behalf, and has been warmly seconded by Representative Sulloway. Mr. Clarke also cast his influence with the majority.

Mr Hamblett will succeed Oliver E. Branch, whose term of office ends on March 12, while Colonel Elwell will take immediate possession of the Portsmouth office, as the term of Col. True L. Norris, the present collector, has already expired.

Navy Yard Notes

The crew of the U. S. Alliance had many friends aboard the Maine and the sailors have talked of nothing else. The officers of the Alliance all believe that the magazine of the Maine could not have exploded from the interior.

Commodore George C. Remey, U. S. N., returned from Washington this noon and resumed command of the yard.

George F. Blake of Kittery Point has enlisted as an ordinary seaman for duty at this yard

Many of the officers of the Maine were well known here.

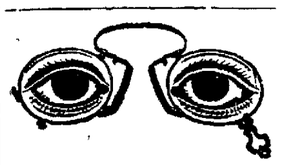
There is still a strong suspicion that an investigation will show that the loss of the Maine was due to treachery.

Refused to Retire Him

The medical retiring board which met in Washington today to look into Capt. H. B. Robeson's case has refused to retire that gentleman.

Build Up Your Health
By nourishing every part of your system with blood made pure by taking Hood's Sarsaparilla. Then you will have nerve, mental, bodily and
In the Spring
digestive strength. Then you need not fear disease, because your system will readily resist scrofulous tendencies and attacks of illness. Then you will know the absolute intrinsic merit of
Hood's Sarsaparilla The Best Spring Medicine and Blood Purifier. $1, six for $5. Prepared only by C. I. Hood & Co., Lowell, Mass.
Hood's Pills act easily, promptly and effectively. 25 cents.

Dental Inducements Never Before Offered
1898 Dr. Goodall Established 1860
Cleaning teeth, 50c.; gold alloy fillings 75c and $1 00; extracting teeth, 25 and 50 cents; full set of teeth, (upper or lower) $9 00. No students; advice free; weighted lower sets for shallow jaws Improved upper sets with "plumpers" for wasted faces. Broken and cracked plates repaired promptly—whatever made
OFFICE HOURS: 8 to 1 and 1.30 to 5.



C. F. Hussey,
OPTICIAN AND REFRACTIONIST
1 Congress St., Portsmouth.
EXAMINATION FREE

PAY CLERK MCCARTHY

News of His Safety Received with Great Rejoicing by His Relatives

The news that Pay Clerk Brent McCarthy, U. S. N., of this city was among those of the U. S. S. Maine that escaped uninjured from the effects of the explosion at Havana was received with delight by his many friends in this city.

Pay clerk McCarthy was born in this city April 17, 1858, being the son of Michael F. and Tryphena McCarthy. He received his education in the public schools and was graduated from the high school when 13.

After leaving school he entered the employ of the Churchill Brewing company as bookkeeper, and after being in their employ a short time accepted a more lucrative position with the Frank Jones Brewing company, where he remained about 10 years.

After completing his labors with the Jones Brewing company he went to New York and joined the U S S. Swatara in 1889 as pay clerk under Paymaster Edward Bellows. He served three years on the Asiatic station and on the vessel's return to New York he immediately left on a three years' cruise with Paymaster Fraley on the U. S. S. Lancaster. Six months of the time was passed in the South Atlantic station and the remaining two and a half on the Asiatic station, returning home in the spring of 1894.

In September, 1895 he was assigned to a second cruise in the U. S. S. Lancaster, under Paymaster Charles M. Bray, and after being 26 months on the South Atlantic station, returned to Boston the latter part of last year.

The Lancaster going out of commission he was placed on waiting orders until Jan 10, when he was ordered to the U. S S. Maine and left here on Jan. 25 to report on Feb 1.

He Was Aboard the Maine

Up in the little town of Suncook there is a family by the name of Lamiotte who eagerly watch the latest reports from Havana, the scene of the great naval disaster.

George Lamiotte, the darling of the household, a brave, fearless youth of 22, was a seaman on the Maine. His relatives hope that he may have been among those who escaped death and destruction.

The youth enlisted in the navy three years ago, with a determination of remaining for five years. He is a native of Suncook.

When the Maine came to New Hampshire last fall to take part in the naval celebration at this port, Mr. and Mrs. Lamiotte and one of the girls came down to the sea to see their son and brother. Other residents of Suncook also saw him, and all agreed that he looked every inch the seaman. He sent a number of friendly messages to old acquaintances in his native town, and hundreds pray that he may not have been killed in the terrible disaster which came to the Maine in the night.

River and Harbor

No arrivals were reported at this port up to noontime today.

The steamer Lebanon with barge No. 2 in tow started for Philadelphia yesterday but was obliged to anchor just this side of Odiorne's Point, on account of the storm. She started on her way again during the night.

The life saving station crews kept a sharp lookout for wrecks last night but as yet nothing has been reported.

Steamer Harrisburg is due here at this port some time today. She was reported in Portland last evening and ought to be here soon after noon.

The ferry boat Newmarch behaved handsomely during the high wind yesterday afternoon and made every landing without any trouble.

How's This!

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

F. J. CHENEY & CO., Props, Toledo, O.

We the undersigned, have known F. J Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligations made by their firm.
WEST & TRUAX, Wholesale Druggist, Toledo, O
WALDEN, KINNAN & MARVIN, Wholesale Druggist, Toledo, O.
Hall's Catarrh Cure is taken internally acting directly upon the blood and mucous surfaces of the system. Price, 75c. per bottle. Sold by all druggists. Testimonials free.

Manchester Lodge B. P. O. E. to Entertain.

The members of Portsmouth Lodge, B. P. O. E., have been invited to attend the dedication of the new lodge room of Manchester lodge on February 25, when they will also initiate 53 new members. Grand District Deputy H. S. Dow of this city will perform the work.

TO THE SUPREME COURT.

ROCKINGHAM, SS.

The Portsmouth and Dover railroad, a corporation duly established under the laws of the state of New Hampshire and having its principal office at Portsmouth in said county, respectfully represents that the public good requires that it build an extension and branches and additions, to its steam railroad, to be operated by electricity as the motive power, with single or double track as may be found necessary with suitable side tracks, spurs and turnouts, to be of standard gauge throughout, to wit of the distance between the rails of four feet eight and one half inches, as follows:—

Beginning on Noble's island in said Portsmouth, at the end of the track of said Portsmouth and Dover railroad where it connects with the track of the Eastern railroad in New Hampshire, and running southeasterly, southerly and westerly as the streets run over and in Market street to Market square over and in Market square, to Pleasant street, over and in Pleasant street to State street, over and in State street to Middle street, over and in Middle street to Miller avenue, over and in Miller avenue to South road, across South road to Sagamore road and over and in Sagamore road to the line of the town of Rye, and thence on through and in said town of Rye, and the town of North Hampton to the line of the town of Hampton all in said county, at a point in the line between said towns of North Hampton and Hampton where the beach road so called leading from Little Boars Head in said North Hampton to Boars Head in said Hampton crosses said line. And the route upon which the public good requires said railroad should be built as follows: In said Portsmouth the route set forth to the line of the town of Rye in said Sagamore road, then beginning in said Sagamore road at the junction of Portsmouth and Rye and running southerly over and in said road to a point nearly opposite the residence of O. L. Foye in said Rye where the Wallis Sands road runs into Sagamore road, thence running into said Wallis Sands road and running over and in said Wallis Sands road easterly to the point near Seavey's creek where said road turns and runs southerly, then over and in said road southwesterly to a point near the old east school house where said road turns and runs easterly to Wallis Sands, thence over and in the road running by said school house and the new school house near it in a westerly direction until said road reaches the next road which runs southerly and southwesterly by the dwelling house of Mrs. Geo H Seavey; thence running over and in said last named road to Four Corners, so called, where the road runs easterly to the Wallis Sands life saving station, thence running over and in the last named road to the Beach road which runs along the beach or ocean from a point near said life saving station; thence running southerly and westerly over and in said Beach road over the bridge at Concord Point so called and along the road in front of the Ocean Wave hotel to Foss' Beach road so called; thence westerly and southerly over and in said last named road and connecting road to Rye Center at a point near the Congregational meeting house where the road runs from the last named road to the Farragut house; thence running over and in said last named road easterly and southerly and in whatever direction said road runs, by the dwelling house of J. M. Berry, the store of Emery C. Jenness, the dwelling house of Abraham Perkins, the Sea View house, and the dwelling house of E. S. Philbrick, to a point a short distance easterly from said dwelling house of E. B. Philbrick, where the road leading southerly and southeasterly to the fish houses, so called, runs into said Farragut house road, thence running over and in said road leading to the fish houses, to the road running from said fish houses along the ocean by the residence of W H. Jacques and the residence of Charles A. Stott to Little Boars Head and down the hill about the ocean to North Hampton fish houses, thence running all in said Rye to the line of the town of North Hampton over and in said last named road in southerly direction; thence running in said North Hampton southerly and southwesterly over and in said last named road to said North Hampton fish houses; and thence running from said North Hampton fish houses southerly and southwesterly over in or near to the road called the Beach road which runs along the beach from said fish houses to Boars Head, to the line of the town of Hampton.

Beginning in Sagamore road at the line between the town of Rye and the city of Portsmouth and thence through said town of Rye easterly and southerly and southwesterly to the town of North Hampton and thence through said town of North Hampton to the line of the town of Hampton at a point in the line where the beach road leading from Little Boar's Head to Boar's Head crosses said line. And the route upon which the public good requires said railroad should be built is the same as that last above described between the line of the city of Portsmouth and the line of the town of Hampton, all in said towns of Rye and North Hampton.

Beginning in said North Hampton at said North Hampton fish house near the ocean at the line of location of said railroad and connecting therewith and running westerly over and in the road running by the dwelling house of David J Lamprey and the dwelling house of N. B. Marston to the track of the Eastern railroad in New Hampshire at the railroad station of the Boston and Maine railroad all in said North Hampton.

Beginning at the line between the town of North Hampton and the town of Hampton where the beach road so called, leading from Little Boar's Head to Boar's Head, crosses said line and running over and in or near to said beach road southerly and southwesterly to a point in said town of Hampton near the ocean where the road leading from Hampton town hall to Boar's Head turns to the south to run along beside the ocean and runs into said beach road, and to connect with the railroad of the Exeter Street Railway now built there, all in said Hampton.

Beginning in said Portsmouth on Market street where Green street runs into it, at the line of the above location of said railroad and connecting therewith, and running westerly on said Green street to Vaughan street and across Vaughan street to the end of the location of said railroad on Maplewood avenue and connecting therewith, all in said Portsmouth.

Beginning on Noble's island in said Portsmouth at the end of the track of said Portsmouth and Dover railroad where it connects with the track of the Eastern railroad in New Hampshire and running southerly over and in Market street to Hanover street and thence through Hanover street to Bridge street where said Hanover street runs into Bridge street, all in said Portsmouth.

Beginning on said Market street in said Portsmouth where Deer street runs into Market street at the line of the above location of said railroad and connecting therewith, and running westerly over and in said Deer street to Bridge street, thence southerly over and in Bridge street to Islington street, thence westerly over and in Islington street to a point therein opposite the end of Frenchman's Lane, all in said Portsmouth.

Beginning in Islington street at a point opposite the end of Frenchman's Lane and running westerly over and in Islington road to the Plains so called near the residence of Andrew Sherburne, all in said Portsmouth

Beginning at said Portsmouth Plains so called near the residence of Andrew Sherburne and connecting with said railroad here and running southerly across said Plains to the westerly end of Middle road and thence easterly over and in said Middle road to Middle street near the residence of William C. Walton and thence northeasterly and easterly over and in Middle street to a point opposite the northerly end of Mill avenue at the line of location of said railroad and connecting therewith, all in said Portsmouth

Beginning on Market square at the line of location of said railroad and connecting therewith, and running westerly over and in Market square and Congress street to the line of location of said railroad and connecting therewith, where Bridge street runs into Islington street, all in said Portsmouth.

Beginning where Middle street runs into Congress street at the line of location of said railroad and connecting therewith and running southerly over and in Middle street to State street to the line of location of said railroad and connecting therewith, all in said Portsmouth.

Beginning on Islington street at the line of location of said railroad and connecting therewith at a point opposite the northerly end of Cass street and running southerly over and in said Cass street to the line of location of said railroad on Middle street and connecting therewith opposite the southerly end of Cass street, all in said Portsmouth.

Beginning on Pleasant street where it runs into State street at the line of said railroad and connecting therewith and running southerly over and in Pleasant street and Marcy street to Newcastle avenue and thence over and in said avenue easterly to the property and estate of the proprietors of the Newcastle bridge, all in said Portsmouth.

Beginning at the southerly side of the South Mill bridge at the line of location of said railroad and connecting therewith and running southwesterly and westerly over and in South street and South road to a point opposite the southerly end of Sagamore road at the line of location of said railroad and connecting therewith, all in said Portsmouth.

Beginning at the northerly end of Middle street where it runs into Congress street at the line of location of said railroad as above mentioned and connecting therewith on said Middle street and thence running by suitable curves northwesterly and northerly across Congress street and Islington street to the southerly end of Bridge street, and thence running northerly over and in Bridge street to the northerly end of Bridge street at land of the Eastern railroad in New Hampshire and thence by suitable curve northeasterly over said land of the Eastern railroad in New Hampshire to the station of the Boston and Maine railroad all in said Portsmouth.

Beginning in State street where Middle street crosses it at the line of location of said railroad and connecting therewith, and running westerly over and in State street to Cass street to the line of location of said railroad on Cass street and connecting therewith, all in said Portsmouth.

Beginning on Islington street at a point opposite the southerly end of Bartlett street at the line of said railroad and connecting therewith and running northerly over and in Bartlett street to Dennett street, thence easterly over and in Dennett street to Maplewood avenue, thence southerly and easterly over and in Maplewood avenue to Vaughan street sometimes called New Vaughan street all in said Portsmouth.

Beginning on Deer street where Vaughan street crosses it at the line of location of said railroad and connecting therewith and running northerly over and in Vaughan street to Gray's avenue and thence westerly over and in Rayn's avenue to Maplewood avenue at line of location of said railroad and connecting therewith, all in said Portsmouth.

Beginning in said Portsmouth on Newcastle avenue at the westerly end of the property and estate of the proprietors of the Newcastle bridge at the point where said railroad ends in Newcastle avenue and connecting therewith and running easterly over said property and estate of said proprietors and across the flats and waters of the river to the line of the town of Newcastle in said county and thence on through said town of Newcastle to the Atlantic ocean at the end of Beach Hill road so called, all in said Newcastle; and the route upon which the public good requires said railroad shall be built is as follows, beginning in said Portsmouth on said Newcastle avenue at the point aforesaid and running easterly over said property of the proprietors of the Newcastle bridge and over the flats and waters of the river between Portsmouth and Newcastle to the line of the town of Newcastle, and thence on in an easterly direction to the road leading by the dwelling house of John Locke, and over and on said southerly, then northeasterly by the dwelling house of George F. Towle and the town hall and then southeasterly by the postoffice over and on the main road or street to the road leading from the village to Hotel Wentworth; thence running easterly over and on said last named road by the dwelling house of Dolly F Haywood to the road leading to Fort Constitution called Beach Hill road and then southeasterly over and on said Beach Hill road to the Atlantic ocean at the end of said road, all in said Newcastle.

Beginning at the easterly end of the easterly bridge of the proprietors of Newcastle bridge in said Newcastle and running southeasterly over and in the road leading to the dwelling house of John Locke to and through the village of Newcastle by the school house and post office to the road leading to Hotel Wentworth; thence running northeasterly over and in said last named road to Beach Hill road; and thence southeasterly over and in said Beach Hill road to the Atlantic ocean at the end of said last named road, all in said Newcastle.

And said extension, branches and additions, are to be built in a first class manner and equipped with all modern appliances, to be operated as above stated by electricity as the motive power, and it will be necessary to stretch the necessary wires for carrying electric power along the streets and roads where said railroad is located and to erect poles and other structures to support said wires, and it is intended that the route shall be as far as practicable, laid out in the roads and streets of the city and towns wherein the said railroad is located.

The cost of said extension, branches and additions, is estimated to be two hundred thousand dollars.

The directors of said Portsmouth and Dover railroad have voted that the public good requires the building of said extension, branches and additions, and that this corporation forthwith build the same

Wherefore said Portsmouth and Dover railroad prays that you will determine the question whether the public good requires the building of said extension, branches and additions, and if it is determined that the public good does so require, you will also determine whether the public good requires that they shall be built upon the routes proposed, and if not, that you will fix the routes upon which they may be built, and for such further order and relief as may be just.

Portsmouth and Dover Railroad,
By
FRANK JONES, Pres.

J. S. H. FRINK,
CALVIN PAGE,
Attorneys for Petitioner.

State of New Hampshire--Rockingham, ss

The foregoing petition of the Portsmouth and Dover railroad, having been filed in the office of the clerk of the supreme court for said county on this 15th day of February, A. D. 1898. This petition is made returnable at the adjourned law term of the supreme court, to be holden at Concord within and for the county of Merrimack, on Friday, the seventh day of March, A. D. 1898, and the petitioner is ordered to give notice thereof by publishing said petition and this order of notice thereon in the Portsmouth Times, the Portsmouth HERALD and the Portsmouth Daily Chronicle, newspapers published at Portsmouth, in said county of Rockingham, three weeks successively

(Signed) ROBERT M. WALLACE,
Associate Justice of the Supreme Court

Dated on this 15th day of February, A. D. 1898.

Piscataqua Congregational Club

The Piscataqua Congregational club will celebrate Washington's birthday by holding its annual meeting in Portsmouth, in the North church chapel on Middle street, where the morning session will be held and the banquet and speech-making will be at Pulbrick hall, beginning at one o'clock.

The addresses following the dinner will be given by Rev. Charles A. Dinsmore of Boston, and Rev. Edward L. Clark of Boston:—The former will speak on the subject, "The Revolutionary Fathers, their Cause, their Leader and their Vindication—The latter speaker's subject is, "The Pilgrims and the Eternal Law of Liberty."

Music will be furnished by Mrs. Horace P. Montgomery, who will sing. Those desiring to attend must inform Rev. Lucius Thayer, on or before next Monday. The caterer for the dinner is the Armstrong Catering company.

KITTERY POINT.

Champernowne Council, No 5, Jr, O U A M are to visit Portsmouth lodge next Monday evening.

Station Agent Hall is acting as night operator at the depot in Portsmouth this week.

The electric cars were late yesterday owing to slippery rails and the strong wind.

Mr. F. W. Call of North Berwick has been visiting relatives in town.

Mrs. N. E. Emery who a short time ago went under a difficult surgical operation is slowly improving much to the gratification of her many friends.

The young people of the Free Baptist church are to give an entertainment in Trisbee's hall next Tuesday evening.

Contractor Phillips is building a house for Frank Chauncey who is about to move here.

The belfry at the Christian church is both completed and makes a big improvement in the looks of the edifice.

A Sunlight assembly is to be held in Trisbee's hall next Tuesday afternoon at 2 p m.

Mr Joseph Emery has been employed as blacksmith in York and is to move there at once.

The news of the explosion of the U. S. S Maine has created quite a sensation here.

The Old Folks concert that was to have been given in the Christian church last night has been postponed until tonight.

Flags at Half Mast

An order was received at the navy yard today to hoist all flags at half mast out of respect to the brave seamen of the Maine, who lost their lives in Havana harbor.

Cures croup, sore throat, pulmonary troubles—Monarch over pain of every sort Dr. Thomas' Eclectric Oil

THE MARVEL OF THE AGE.
A free 25c ticket given to all customers that purchase 46 cents worth or more at
C FRED DUNCAN'S
To witness the marvel of the age at Music hall, Edison's latest and Moving Picture Machine, the Cinephoroscope.
5 Market Street.

The Royal is the highest grade baking powder known. Actual tests show it goes one-third further than any other brand.

If Your Horse is Shod with
"NEVERSLIPS"
He Positively Cannot Slip
His feet are always in good condition. The shoes do not have to be removed to be sharpened. The Calks are steel-centered and sharpen themselves until entirely worn out. The Calks are removable and new ones can be inserted easily and quickly while the horse is in the stable. No time lost waiting at the blacksmith shop. See that your horseshoer orders at once a trial set, and convince yourself. Write for our descriptive circular giving full information. Mailed free.
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THE HERALD.

(Formerly Evening Post)

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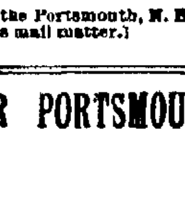
FOR PORTSMOUTH



AND

PORTSMOUTH'S INTERESTS.

You want local news! Read the Herald. More local news than all other local dailies combined. Try it

THURSDAY, FEBRUARY 17, 1898.

Cuba would like to be Uncle Sam's valentine for this year.

That new biscuit trust seems to have done the thing up brown.

Mr. Wanamaker keeps on saying nothing. Ditto Mr. Quay.

The announcement from Pennsylvania that there isn't going to be any more Senator Quay has a strangely familiar sound.

The movement to establish a Young Men's Christian association in Dawson City is an example of the courage and persistency of this branch of gospel work.

Senator Murphy of New York, is not going to resign, because he knows that New York senators who resign have a mighty hard time getting back again.

The demand in Indiana for former President Harrison's presence in party councils once more is an indication that the old guard is still a necessary element in success.

If, as has been stated, the Cuban war has already cost Spain $280,000,000 and a New York syndicate has offered $400,000,000 for the islands, Spain had better seize the good thing while it may be had.

The water palace which is proposed as a great feature of the Paris exposition of 1900 may be a great success, but there is room for doubt. Paris expositions as a general thing don't take kindly to water.

Is there anything significant in the fact that the republicans of New York re-elected Congressman Quigg as president of the county committee, and then immediately appointed a committee to promote harmony.

The New York Evening Post is trying hard to convince its readers that the annexation of Hawaii is not a republican party measure because the St Louis platform declared for American "control of the islands, and not for their annexation.

THOUGHT HE SAW A FALL.

A Needy Citizen's Futile Effort to Get a Surgeon Interested.

An excited man broke frantically out of an elevator at the ninth floor and rushed into a doctor's office away up there among the clouds.

"Quick!" he called to the physician "Get your bandages and things! Just in time! Man's going to fall off the roof of that new building across the street!"

"A man has fallen?" said the medical man, who had not correctly caught the hurried speech of the other.

"Pshaw! No! Ain't fell yet. If he had, there'd be 62 doctors around him by the time I'd got to the elevator, and what show would I have had to earn a dime by calling you then? No; he's going to fall in three minutes. He is up there fixing iron trusses. I knew you'd be willing to give me a dime for warning you so you could get there ahead of time and receive him and get a fee."

The doctor's excitement cooled, and he ceased his work of preparation.

"How do you know he's going to drop?" he asked.

"Feel it in my bones. Better hurry. Give me the dime now, and I'll rush down ahead and fight off any other doctors that may be hanging around."

"Oh, shaw! You're crazy. Get out! I'll give you no money."

"You won't, hey? Not when I put you in the way of earning a big fee and getting your name in the papers? Me that felt the rise of wheat in my bones and told Joe Leiter and helped him win a million. Me that felt in my bones that Tanner was going to duck and tipped it off to the mayor and let him in so he could earn ever lasting honor and get nominated for president at Nashville! And you refuse to be here in me or invest a measly little dime in my bones?"

"I certainly do." Go away! Go fast!"

"Very well, sir. I go. I go with dignity. I hate communion with foolish men. Anyway. In 1 minute and 40 seconds, when that man goes whirling down there into the midst of a mob of people, and some other doctor gets the job and the excitement and the advertising and the chance to earn money in the trial of the damage suit, you'll remember that I gave you first chance. Goodby, unwise person! Hey, there, elevator! Nine, down!"—Chicago Record.

"THE DAY OF DANGER"

Significant Utterance of a General at Zola's Trial.

A POSSIBILITY OF AN OUTBREAK.

Testimony and Utterances That Caused a Big Sensation.

Paris, Feb. 17.—General Pellieux gave sensational testimony in the Zola trial yesterday, and made it clear that he regarded the verdict in the Dreyfus case as thoroughly righteous. "For some time," said he, "there has been much talk of handwriting people discussing who could have written the bordereau. Well, I will prove to you here, with the papers in my hand, that the officer who wrote the bordereau belonged to the ministry of war, was an artillery man, and was second for service on the staff."

This statement caused a sensation, and Mr. Laborie interrupted the witness, saying: "I ask that Colonel Picquart, who is at the house of Magistrate Bortulus, be summoned to hear this testimony."

"It is not your turn to speak," replied the presiding judge.

This statement caused a great stir in court.

The general further remarked: "I have not a mind of pure crystal, but I have the soul of a soldier, which revolts at hearing the infamous aspersions showered upon us, and I can keep silence no longer. I cannot stand them trying to detach the army from its chiefs, for if the soldiers cease to have confidence in them, what will the chiefs do in the day of danger, which is, perhaps, nearer than people think? Then, gentlemen of the jury, your sons would be led to simple butchery, but at the same time Mr. Zola will have gained a fresh victory and will have achieved a new debacle, and will be able to lay his history before a Europe from which France has been wiped out."

The effect of the oration was intense. In conclusion, General Pellieux said: "We should have been glad if the court-martial had acquitted Dreyfus, as it would have shown there was no traitor for the army, for all of us to mourn for."

A CATHOLIC UNIVERSITY.

London, Feb. 17.—When the debate of the address in reply to the queen's speech was resumed in the house of commons yesterday John Dillon, chairman of the Irish parliamentary party, moved an amendment in favor of a Catholic university in Ireland. In so doing, he said the Catholics had long suffered from intolerable grievances in respect to university education, and he maintained that the grievances had been admitted by Liberals and Conservatives. The motion was seconded by Timothey Harrington, Parnellite.

Edward J. Saunderson, Conservative member for North Armagh, opposed the motion, and Timothy Healy, Nationalist member for North Louth, supported it, instancing the success of "a similar institution in Canada, which had turned out such a distinguished pupil as Sir Wilfred Laurier," the premier of Canada.

W. E. H. Lecky, Liberal-Unionist member for Dublin, university, thought the existing system of Trinity and Queen's colleges deterred Catholics from availing themselves of the advantages of a university education, adding that he believed that in accepting the amendment the government would remove one of Ireland's great grievances.

A. J. Balfour, first lord of the treasury and government leader in the house, pointed out that the new university which he, for one, desired to see, was not to be fenced in by any technical limitations. It was to be to Catholics what Trinity college was to Protestants, sectional only in tone. The demand for such a university, he added, ought to be supported by the friends of higher education, which, under the existing system, two-thirds of the Irish were unable to enjoy. It was in accordance, he further said, with the principles of unionism, and he would welcome the demand of the nationalists.

PASSENGER VESSEL LOST.

Marseilles, France, Feb. 17.—Word reached here Wednesday afternoon from Tenerife of the total wreck of the General Transatlantic company's steamer, the Flachat. She was bound from this city to Colon with a crew and passenger list comprising 101 persons. When off the northwest coast of Africa heavy weather was encountered. The vessel struck on one of the Canaries during a fog and broke in two. Only 14 were saved.

The Flachat was a screw, iron vessel of 1239 tons net and 2175 tons gross register. She was 300 feet long by 36 feet beam, and 25.5 feet dept of hold.

FOREIGNERS RUNNING AWAY.

London, Feb. 17.—The Paris correspondent of The Daily News, commenting upon the effect of the Zola trial on business, says: "The rich foreigners are running away. No event since the assassination of President Carnot has reacted in so direct and general a manner on trade. For this reason traders are anxious that the government should suppress the demonstrations."

IN HONOR OF BRUNO.

Rome, Feb. 17.—About 500 liberal students laid wreaths upon the monument to Giordano Bruno, the Italian philosopher, as a reply to the action of the clerical students who, attending the pope's mass at St. Peter's on Sunday last, cheered the "pope-king." The speeches delivered by the students were against the priesthood, and there were cries in favor of Emile Zola.

ARMS AND AMMUNITION TAKEN.

Kingston, Jam., via Bermuda, Feb. 17.—A filibustering expedition destined for Cuba has been intercepted by the authorities, and a quantity of arms and ammunition seized. The American schooner Cora M. Captain Mitchell, last reported at Wilmington, N. C., is implicated. The seized material was shipped from Kingston as casks of cement for trans-shipment to the Cora M.

COMBUSTION POSSIBLE.

Philadelphia, Feb. 17.—Lieutenant Lewis Nixon, designer of the battleships Indiana, Massachusetts and Oregon, who is an expert on naval construction and armament, stated that in his opinion it would be possible for spontaneous combustion to have caused the explosion in the magazine of the Maine. Mr. Nixon thinks the xplosion may possibly have occurred in a magazine in close proximity to a coal bunker.

FACTS FOR OUR READERS.

Follow Nature and Keep Well, a Good Rule.

The Question is Important, Are You prepared for Spring?

If Not, Here is Some Very Necessary Information for You.

Nature will soon begin her annual struggle for freedom from winter's icy imprisonment. Already beneath the frozen surface, giant forces are moving in that direction. Purification is going on.

It is the same with the human system. The lengthening days are approaching when the blood seeks to recover from its sluggish inactivity. It requires to be enriched with vitalizing and health giving qualities to give tone, vigor and health to the system.

For this needed and beneficial service nothing is so powerful as Dr. Greene's Nervura blood and nerve remedy.

Now is the time when your nature calls for help. Don't mistake; no other remedy equals Dr. Greene's Nervura blood and nerve remedy as a spring medicine. No other remedy will so quickly and certainly strengthen your nerves, invigorate your blood, and correct the action of all your organs. It will make you well and strong as it has done thousands of persons.

Mrs. Ira A. Bass, Littleton, N. H., says: "I want to thank Dr. Greene's Nervura blood and nerve remedy for the good it has done me. My stomach was in such a condition that I could not keep anything on it except a little hot water, without terrible distress. I can now eat as well as anyone need to by keeping a little of the medicine in the house and taking it after a hearty meal. I can sleep now like a kitten, and O, what a God-sent blessing that is! I have taken fifteen bottles already, and I would have been down in the church-yard now but for the wonderful blessing, Dr Greene's Nervura blood and nerve remedy, and may the blessing of God follow Dr. Greene and give him a home in heaven, is my earnest prayer."

No power of words can describe the wonderful good which this remedy is doing among the sick and suffering. Those who take it are cured. Thousands of people, at the advent of spring, while not exactly sick, are yet out of order or ailing in some way. Such people need this best of all spring medicines, Dr. Greene's Nervura blood and nerve remedy, to restore the natural action of these organs, give strength and vigor to the nerves, and new life and vitality to the blood.

Dr. Greene, of 34 Temple Place, Boston, Mass., can be consulted free, personally or by letter.

FIFTY YEARS AFLAME.

A Scottish Coal Mine That Has Been Burning Half a Century.

There is a coal mine in Scotland, located between the railway stations of Dailly and Kilkerran, that has been burning continuously for 50 years.

In the working of this mine, which produced a hard and dirty coal, the seam dipped suddenly, and the shaft communicating with the lower works was at a distance from the one which led up to the surface of the ground. A second engine became necessary, and it was placed at the head of the lower shaft. Half a century ago it had to be run by steam generated on the spot instead of by electricity generated elsewhere, as would be done now, and one day the coal in the neighborhood of the machinery, having become quite dry and inflammable, caught fire.

The engine man tried to put it out, but failed, and signaled to be brought to the surface, the other miners having knocked off work for the day. Ten minutes after he was on terra firma the fire had made such headway that the flames were roaring up the shaft and rising to a height of 50 feet in the air. It was, of course, impossible to put it out, and in time the fire gradually grew less, but it remained burning, and great fears were entertained lest it should communicate with other pits and even wreck the whole mining industry of the neighborhood.

An engineer who was sent for from London to endeavor to put out the fire bored holes in the neighborhood of the pit in order to pump in a gas which was inimical to the fire. This scheme, however, was a failure, and it was found that the fire was extending, for the trap dike, which had been cut in order to get into closer proximity to the fire, opened the way to the seam beyond, and it is this seam which has been burning ever since.

Thousands of pounds were spent in the endeavor to quench the fire and how many thousand pounds' worth of coal have been used it would be impossible to say.

Eight or ten years ago the fire came to the surface within a few yards of where the train went by, and, as may be imagined, nervous passengers were often alarmed at seeing the evidences of the fire and steam issuing from the bowels of the earth, for the pit seems to be the recipient of some little stream which the heat converts into steam, which rises from half a dozen jets in the most uncanny manner.—Cincinnati Enquirer.

A Good Reason.

Manders is very severe on his little son He says that that boy has got to grow up a sensible member of society, and he (Manders) will see that he does. He had just spoken very sharply to the boy for asking questions without thinking what he was asking, and Tommy was sitting in the corner with his eyes fixed on the ceiling.

"Do you think you will get a prize for good conduct at school, Tommy?" asked mamma, anxious to create a diversion.

"I don't think so, ma," responded Tommy timidly.

"How's that?" asked Manders sternly before mamma could interfere. "Haven't you been behaving yourself? Why won't you get a prize for good conduct? Answer me at once."

"Cos they don't give any, father," answered the boy.

Father was caught himself, and when he saw his wife smile he went out and slammed the door after him.—Pearson's Weekly.

FALL RIVER WORKERS

Amicable Settlement of the King Philip Strike Pending.

STRIKERS OPPOSE CONDITIONS

Idea of a General Strike Discountenanced by Weavers.

Fall River, Mass, Feb. 17.—A special meeting of the Spinners' union was held last night for the purpose of taking action on the strike at the King Philip. Efforts have been made for several days to bring about an amicable settlement of the difficulty, but there was considerable opposition manifest at the meeting to a return to work under the conditions governing the situation, and it was finally decided to postpone all action until Friday night, when another special meeting will be held.

The action of the weavers' executive committee in voting against a general strike, despite expressions of the radical element of the membership in favor, expresses the sentiment of conservative leaders on this matter, and there is little likelihood that the proposition will be at all favorably received by the rank and file of the operatives.

MANUFACTURERS HEARD.

Why It Was Decided to Cut Wages In New Bedford Mills.

New Bedford, Mass, Feb. 17.—Andrew G. Pierce, treasurer of the Wamsutta mills and president of the Manufacturers' association, was the first of the manufacturers called upon by the legislative committee Wednesday. He told the manufacturers' reason for the reduction. "The market was stocked overabundantly with manufactured goods," he said, "and the selling price had fallen 30 percent and was still on the down grade. It did not seem good business policy to add to the accumulation of manufactured goods on the existing scale. Contract goods are sold so low that there is hardly a new dollar for an old dollar in the business, and in many grades the goods are being made at an actual loss."

Mr. Pierce was asked what labor legislation he would recommend. "I am not to recommend any labor legislation," said Mr. Pierce, "but I wish it understood that shorter hours and all restrictive legislation enable our competitors to make goods to more advantage than they can here."

Representative Cullinane asked if it is not a fact that with shorter hours production is greater. Mr. Pierce said that he could not answer that, whereupon the auditors laughed. Mr. Pierce did not think that the condition of some of the mills, as to old machinery, was at all responsible for the cutdown. He said there was a system of insurance at one time between the mills, but he did not know of any now.

Representative Donahue asked if the shorter hours did not give better help than in other states where short hours do not prevail. Mr. Pierce answered that he did not know any difference.

Otis N. Pierce, treasurer of the Grinnell mills, said that the tariff was a vital matter to the Massachusetts cotton manufacturers, who must have protection from foreign competition. He cited instances where the southern mills had competed seriously with his own mill, selling goods 1¼ cents per yard less than the Grinnell and yet making a profit. He also read letters from consumers, expressing their preference for southern goods over eastern goods, even at a little higher price. Mr. Pierce spoke of New Bedford as a Klondike for spinners, and said that labor agitators and yellow journalism are trying to make the public believe that New Bedford is paying starvation wages. He was hissed when he declared that one weaver had made $12 four weeks in succession.

William Cullinane, president of the Weavers' association, testified that his own wages as a weaver had been reduced 12¾ percent during the past two years without notice, the reduction taking place because of changed styles in goods.

RATHBONE SISTERS.

Boston, Feb. 17.—The grand temple of Rathbone Sisters held its annual session in this city yesterday. The election of officers resulted as follows: G. C., Annie J. Harvey, Taunton; G. S., Annie Waite, Pigeon Cove; G. J., Fanny W. Eaton, Brockton; G. M., Nancy J. Stevens, Lanesville; G. M. of R. and S., Josephine W. Mosher, Somerville; G. M. of S., Lottie A. Morgan, Lawrence; G. P. of T., M. T. Reagan, Medford; G. G. of T., Elizabeth A. Davenport, New Bedford; trustees, Cora F. Glidden, Lowell, three years; Sarah Filis, Charlestown, one year.

The grand temple voted to hold the next meeting on the same date and place as the grand lodge of the Knights of Pythias.

Influence of the New Woman.

"Borus, in your last novel you spoil the story by raising an insurmountable barrier between the hero and heroine, who certainly ought to have married each other."

"I couldn't help it, Naggus. My wife insisted that I was the hero of the story myself, and she got jealous of the heroine."—Chicago Tribune

A Household Necessity.

Cascarets Candy Cathartic, the most wonderful medical discovery of the age, pleasant and refreshing to the taste, acts gently and positively on kidneys, liver and bowels, cleansing the entire system, dispel colds, cure headache, fever, habitual constipation and biliousness. Please buy and try a box of C. C. C. to-day; 10, 25, 50 cents. Sold and guaranteed to cure by all druggists

Men and medicines are judged by what they do. The great cures by Hood's Sarsaparilla give it a good name everywhere.

For over Fifty Years

MRS. WINSLOW'S SOOTHING SYRUP has been used for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and is the best remedy for Diarrhoea. Twenty five cents a bottle.

No one would ever be bothered with constipation if everyone knew how naturally and quickly Burdock Blood Bitters regulates the stomach and bowels,

When bilious or costive, eat a CASCARET Candy cathartic, cure, guaranteed, 10 25

NO GREATER BOSTON.

Boston, Feb. 17.—Greater Boston received another discouraging blow from the legislature through the report yesterday of the committee on metropolitan affairs recommending that the matter be referred to the legislature of 1899. The same befell it last year.

The anti-cigarette bill was returned to the house with the disapproval of the whole committee.

There was a long debate in the senate on the bill to allow the Boston and Maine to issue its own stock in place of that which would be issued by the road leased or operated by it. It ended only in postponement.

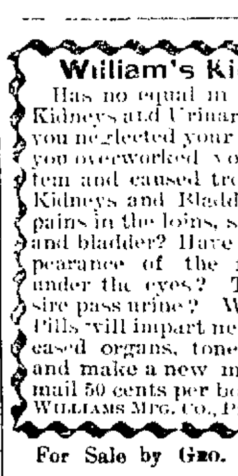
Aluminum may be etched with great readiness by ammonia, provided the latter is sufficiently diluted. One drop of ammonia to eight ounces of water is said to be sufficient.

Trees can be poisoned as easily as animals, all that is necessary being the injection of a little arsenic in a hole bored into the tree.

After His Departure.

Amy—Tom wants to marry me, Aristophanes. Do you think I had better take the chances?

Boston Parrot—Candidly I do, inasmuch as it is perilous to monkey with the chances, especially when one has reached the period of the last one.—Harper's Bazar



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WRIGHT & TAYLOR

Louisville Ky.

DISTILLERS

FINE OLD KENTUCKY

Taylor Whiskey.

If you want purity and richness of flavor, try our OLD KENTUCKY TAYLOR, 8 years old and our own distillation and guaranteed pure. Bottled and shipped direct from our warehouses by us. None genuine without our signature on both labels. For consumption, Indigestion, and all ailments requiring stimulants OLD KENTUCKY TAYLOR has no superior. Sold by all first-class druggists grocers, and liquor dealers.

Sold by Globe Grocery Co., Portsmouth, N. H.

William's Kidney Pills

Has no equal in diseases of the Kidneys and Urinary Organs. Have you neglected your Kidneys? Have you overworked your nervous system and caused trouble with your Kidneys and Bladder? Have you pains in the loins, side, back, groins and bladder? Have you a flabby appearance of the face, especially under the eyes? Too frequent desire pass urine? William's Kidney Pills will impart new life to the diseased organs, tone up the system and make a new man of you. By mail 50 cents per box.

WILLIAMS MFG. CO., Props., Cleveland, O.

For Sale by GEO. HILL, Druggist.

GOOD TIMES HAVE COME.

You can afford to indulge yourself or your family in the luxury of a good weekly newspaper and a quarterly magazine of fiction. You can get both of these publications with almost a library of good novels for $5 per year.

THE JOURNAL OF SOCIETY

TOWN TOPICS

NEW YORK THURSDAY

world famed for its brightness and the most complete General Weekly—covering a wider range of subjects suited to the tastes of men and women of culture and refinement than any journal—ever published. Subscription price, $4 per annum.

TALES FROM TOWN TOPICS, a 256 page Quarterly Magazine of fiction, appearing the first day of March, June, September and December, and publishing original novels by the best writers of the day and a mass of short stories, poems, burlesques, witticisms, etc. Subscription price, $2 per annum.

Club price for both, $5 per annum.

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Remit $5 in New York exchange, express or postal money order, or by registered letter, together with a list of the 10 novels selected, by numbers, to

TOWN TOPICS,

208 Fifth Avenue, New York.

LIST.

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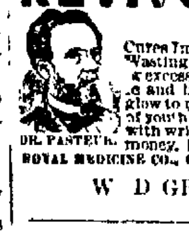
The Great French Remedy Dr. Pasteur's

REVIVO Restores VITALITY, LOST VIGOR, and MANHOOD



Cures Impotency, Nightly Emissions and Wasting Diseases, all effects of self-abuse or excess and indiscretions. A nerve tonic and blood-builder. Brings the pink glow to pale cheeks and restores the fire of youth. By mail, $1 per box; 6 for $5 with written guarantee to cure or refund money. Write for free medical book. ROYAL MEDICINE CO., CHICAGO, ILLS. For Sale by

W D GRACE, DRUGGIST

BLOOD POISON

HAVE YOU Sore Throat, Pimples, Copper Colored Spots, Aches, Old Sores, Ulcers in Mouth, Hair Falling? Write COOK REMEDY CO., 317 Masonic Temple, Chicago, Ill., For proofs of cures. Capital $500,000. Worst cases cured in 15 to 35 days. 100 page book free.

NOTICE.

PERSONS having night soil to be removed cess pools and drains to be cleaned, or other work to be done, will have their orders promptly attended to by leaving them at No. 1 Jackson Hill street.

JOHN WOOD

Substitution the fraud of the day.

See you get Carter's,

Ask for Carter's,

Insist and demand

Carter's Little Liver Pills.

Professional Cards.

W. O. JUNKINS, M. D.,

Residence, 98 State St.

Office, 26 Congress St.

Portsmouth, N. H.

OFFICE HOURS: 1 A. M., 3 P. M. 7:30 to 10 Evenings

F. S. TOWLE, M. D.

78 State Street, Portsmouth, N. H

Office Hours:

Until 9 A. M. 2 to 4 and 7 to 9 P. M.

C. D. HINMAN, D. D. S.,

DENTAL ROOMS, 18 MARKET SQUARE

Portsmouth, N. H.

Introduction

The readers of this paper need no introduction to the Frank Jones Brewing Co. or its products; when the statement is made by this reliable house that their new

Victor Bottled Ale

is second to none in existence and they are ready to stand behind the assertion, further proof of quality is not necessary

Are you satisfied that 40 years of successful business means anything? If so send your next order to

Frank Jones Brewing Co. Portsmouth, N. H.,

or Newfields Bottling Co., Newfields, N. H.,

and make assurance doubly sure. A word to the wise is sufficient.

Put up in 1-2 pints, pints and quarts.

P. S. Remember the brand "VICTOR."

VOTERS NOTICE.

The Board of Registrars of voters for the City of Portsmouth hereby give notice that they will be in session at the Common Council Chamber at City Hall in said city on the following dates viz: Feb 4th, 7th, 9th, 11th, 16th, 18th, 23rd, 25th, 28th and March 1st, 1898, at the following hours, 9 a. m to 12 m, 2 p. m. to 5 p. m and 7. 30 p. m. to 9 p. m. for the purpose of making up and correcting the checklist of the several wards in said city, to be used at the Municipal Election to be held on March 8th, 1898.

The said board will be in session at same place on March 8th, 1898 from 8 a. m. to 12 m. and 1 p. m to 4 p. m. for the purpose of granting certificates to those legal voters whose names are omitted from the list.

Voters must bear in mind that it is their personal duty to see that their names are on the list by presenting themselves at some meeting of the board. This clause will be strictly enforced.

CHARLES W. HUMPHREYS, CHAIRMAN.

WM. T. ENTWISTLE CLERK.

GO TO FLORIDA

Via Plant System

BY RAIL Quickest time and finest train service, including Tampa Bay Limited and Florida Special. Solid Trains from New York. Direct connection from Boston and New England Points.

OR WATER Via Savannah Line Daily from New York (except Sunday). Wednesdays from Boston direct. Tickets via New York include passenger and baggage transfer.

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SENT FREE Maps, time tables, steamer schedules and hotel circulars on receipt of postal card. For 4 cents in stamps, 64-page booklet, Florida, Cuba, Jamaica, finely illus.

J. A. FLANDERS, N. E. Agent, 290 Washington St., Boston.

B. W. WRENN, Pass. Traffic Man'gr., Savannah, Ga.

Portsmouth Gas, Electric Light and Power Co.

DIVIDEND NOTICE.

A dividend of $2 00 per share is payable February 15, 1898 at office of the company, No. 10 Pleasant street, Portsmouth, N. H., to all stockholders of record Jan. 31, 1898.

R. W. WALDRON, Treasurer.

PIANOS

— AND —

ORGANS.

Buy Them of the

THE OLIVER DITSON CO.,

Represented in Portsmouth by

B. S ROBERTS

— AT —

HOYT & DOW'S,

1 Congress Block.

STANDARD BRAND.

Newark cement.

1400 Barrels of the above Cement Just Landed.

THIS COMPANY'S CEMENT

Has been on the market for the past fifty years. It has been used on the

Principal Government and Other Public Works,

And has received the commendation of Engineers, Architects and Consumers generally.

Persons wanting cement should not be deceived. Obtain the best.

FOR SALE BY

JOHN H. BROUGHTON.

Sanitary Notice

MR. AUGUST HETT announces that they are prepared to promptly attend to all orders for the removal of night soil clean out of cesspools drains, etc.

The New Odorless Excavator

Will as used in all cases, guaranteeing satisfaction from foul airs and perfect cleanliness in all ways. The Excavator can be used anywhere and with perfect success. For cleaning out stopped up drains, &c., it is especially valuable

Terms very reasonable.

All orders should be addressed to

AUGUST HETT,

47 Deer Street or 11 Cornwall Street

COAL AND WOOD

C. E. WALKER & CO.,

Commission Merchant

Wholesale and Retail Dealers in

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PORTSMOUTH, N. H.

H. W. Nickerson,

Embalmer and Funeral Director,

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Calls by night at residence, 6 Court street, or at J. A. Snow's, 16 Gates street, will receive prompt attention.

Telephone at Office and Residence

Office Open From 7 a. m. to 9 p. m.

J S. HUBLEY & Co,

Manufacturer of the

HAND CLEANING JELLY PASTE.

Strictly free from potash, makes hands soft and silky.

Will be found most invaluable for Stains, Grease Spots or other impurities from woolens, cotton goods, linens or fine laces. Will also be found indispensable for the laundry. Soda, ammonia, or other appliances can not be compared with the HAND CLEANING JELLY PASTE, especially as regards economy and practical results. Price ten cents

For sale at 25 Gates Street.

CEMETERY LOTS CARED FOR AND TURFING DONE.

WITH increased facilities the subscriber is again prepared to take charge of and keep in order such lots in any of the cemeteries of the city as may be intrusted to his care. He will also give careful attention to the turfing and grading of them, also to the cleaning of monuments and headstones, and the removal of bodies. In addition to work at the cemeteries he will, this season, do turfing and gardening in the city at short notice.

Cemetery lots for sale, also Loam and Turf.

Orders left at his residence, No. 13 Bow street, sent by mail, or left with Oliver W. Ham, successor to S. S. Fletcher, 60 Market street, will receive prompt attention.

apr 10 M. J. GRIFFIN.

M. L. Schwarz,

Electrical Contractor.

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ELECTRIC LIGHT WIRING.

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J. A. & A W WALKER

COAL.

Only Stock of LEHIGH in the city.

187 Market Street.

TRANSPORTATION.

BOSTON AND MAINE RAILROAD.

Eastern Division.

Winter Arrangement.

October 4, 1897.

Trains Leave Portsmouth for

BOSTON, 3 50, 7 20, 8 15, 11 00 a. m., 2 38, 5 [illegible] 7 40 p m. Returning, 7 30, 9 00, 10 10, a m. Sundays, 3 30, 8 10, a m., 2 38, 5 00 p m.

PORTLAND, 10 00, 10 50, a. m., 2 48, 8 55, p. m. Sundays, 10 50, a. m., 8 55 p. m. Returning, 2 00, 9 10 a m., 1 00, 6 10 p m. Sundays, a m, 1 00 p m.

SOMERSWORTH AND ROCHESTER, 10 00 a m 2 48, 5 20 p m. Returning, 6 35, 9 52 a m., 3 55 10 p m.

NORTH CONWAY, 10 00, a. m., 2 48 p m. Returning, 7 30, 10 45 a m., 4 20 p m.

DOVER 4 50, 9 45 a m., 12 25, 2 43, 5 22, 8 57 p m. Sundays 8 00, 10 43 a m. 8 57 p m. Returning 6 50, 10 20 a m, 1 52, 4 30, 6 40 9 32 p m. Sundays, 7 35 a m., 9 33 p m.

Southern Division.

PORTSMOUTH BRANCH.

Leave Portsmouth

For Manchester and Concord and intermediate stations, 8 30 a. m., 12 45, 5 25 p. m.

Leave No. Greenland, 8 39, a. m., 12 54, 5 3[illegible] p m

" Raymond, 9 32 a m, 1 32, 6 30 p m.

Returning leave

Concord 7 40, 10 15 a m., 3 30 p m.

Manchester, 8 30, 11 10 a m., 4 20, p m.

Raymond, 9 10, 11 48 a m., 5 02 p m.

Epping, 9 22 a m, 12 00, 5 15 p m.

Rockingham Junction, 9 47 a m, 12 17, 6 52 p m

No. Greenland, 10 01 a m., 12 29, 6 06 p m.

Trains connect at Rockingham Junction with trains for Exeter, Haverhill, Lawrence and Boston.

Trains connect at Manchester and Concord, for Laconia, Weirs, Plymouth, Woodsville, Littleton, Lancaster, St. Johnsbury, Newport, Vt. Montreal and the west.

D. J. FLANDERS, Gen'l P. and T. Agt

Government Ferry.

TIME TABLE.

Leave Navy Yard—8 00, 8 20, 8 40, 9 15, 10 00, 11 45 a. m., 1 40, 3 05, 3 00, 4 00, 4 45, 5 15, 7 30 p. m. (Wednesdays and Saturdays). Sundays, 9 46, 10, 10 15 a. m., 12 10, 12 20 p. m. Holidays, 9 45, 10 30, 11 a. m.

Leave Portsmouth—8 10, 8 20, 8 50, 9 30, 11 a. m., 1 15, 2 30, 4 00, 5 00, 8 00, 10 [illegible] [illegible] Sundays, 9 0[illegible] [illegible] 12 20, 12 4[illegible] p. m. Holiday [illegible]

[illegible] October.

Portsmouth, Kittery and York Street Railway

Time Table.

Until further notice cars will run as follows:

Leave Badger's for York beach—7.00, 8 00, 9 00, 10 00, 11.00, 12.00, a. m. 1.00, 2 00, 3 00, 4 00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00 11.00*. For Sea Point —6.30, 7 30, 8.30, 9.30, 10.30, 11.30, a. m. 12 30, 1 30, 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.30 p. m. Saturdays only 9.30.

Leave York beach for Portsmouth —5.50, 6 30, 7.30, 8.30, 9.30, 10.30, 11.30, a. m. 12 30, 1.30, 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.30, 9.30, 10.30 * p. m.

*Kittery Point only.

Steamer Mystic leaves the Spring market landing every half hour from 6.20 a, m., to 10.50 p. m., making close connection with cars scheduled to leave Badger's island. Leaving ten minutes before the even hour and half-hour.

Sunday time same as on week days except that the first car leaves Badger's island at 8 a. m., and York beach at 8.30 a. m.

W. G. MELOON, Supt.

TIME TABLE.

Steamer Sunrise Butterfield—Kittery Point and Newcastle.

Leave Newcastle, making close connection at Kittery Point bridge with the Electric cars. 6 00, 7 00, 8 00, 9 00, 10 00, 11 00, 12 00 A. M., 1 00, 2 00, 3 00, 4 00, 5 00, 6 00, P. M. Saturdays only, 7 00, 8 00, 9 00, 9 30 P M.,

Leave Kittery Point bridge upon arrival of Electric cars, which leave Badger's Island as follows: 7 00, 8 00, 9 00, 10 00, 11 00, 12 00 A M, 1 00, 2 00, 3 00, 4 00, 5 00, 6 00 P. M. Saturdays only, 7 00, 8 00, 9 00 P. M.

A. F. ROSE, Master

EXETER STREET RAILWAY.

Commencing Oct. 14, until further notice. Official time table.

Leave Exeter Depot for Beach—6.45 7.51, 9.00, *9.30, 10.00, 11.00, 12.00 a. m.; 1 00, 2.00, *2.30, 3.00, 4.00, 5.00 *5.33, 6.00, 7.00, 8.00, *9.00, "10.30 p m.

Leave Hampton Depot for Beach—6.27, 7.27, 8.27, 9.42, 10 42, 11.42, 12.42 a. m.; 1.42, 2.42, 3.42, 4.42, 5 42, 6.42, 7.42, 8.42, 9.42, "11.10 p. m.

Arrive at Beach—6.45, 7.45, 8.45, 10.00, 11.00, 12.00 a. m.; 1.00, 2.00 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00 p. m.

Leave Beach for Exeter—6.45, 7.45, 9.00, 10.00, 11.00, 12.00 a. m.; 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.30 p m.

Leave Hampton Depot for Exeter—6.05, 7.03, 8.03, 9.22, 10.18, 11.18, 12.18 a. m.; 1.18, 2 18, 3 18, 4.18, 5.21, 6.18 7.18, 8.18, 9.48, "9.52, "11.20 p. m.

Arrive at Exeter Depot—6.45, 7.45, 8.45, 9 25 10.00, 11.00, 12.00 a. m; 1.00, 2.00, 2 25, 2.00, 4.00, 5.00, 5.30, 6.00, 7.00, 8.00, 9.00, 10.30 p. m.

Sunday first car leaves Exeter at 7.45 a. m., connects at Hampton with 8.20 train for Boston, otherwise as week days.

East End School, Hampton—"Waits for close of theatre and runs as far as there are passengers. *Power House only. "Power House only.

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Depth, 4 ft. 4 in.

Gross Tonnage 17,36 Tons
Net Tonnage 9 19 Tons

Licensed to carry 25 persons

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ENGINE—Paine Compound Engine, 8x14 in cylinder, 10 in. stroke. Built about fi e years ago.

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Portsmouth, N. H.

ONLY 96 SAVED OF A CREW OF 354.

All the Officers Escaped the Horror but Two.

SPECULATING AS TO THE CAUSE.

Captain Sigsbee Refuses to Anticipate Decision.

Belief In Washington That the Magazine Exploded—Grenade Theory Dismissed by a Retired Officer—Consul General Reports All Havana In Mourning Over the Terrible Affair.

Washington, Feb. 17.—After a day of intense excitement at the navy department and elsewhere growing out of the destruction of the battleship Maine in Havana harbor Tuesday night, the situation at sundown, after the exchange of a number of cablegrams between Washington and Havana, can be summed up in the words of Secretary Long, who, when asked as he was about to depart for the day whether he had reason to suspect that the disaster was the work of an enemy, replied: "I do not. In that I am influenced by the fact that Captain Sigsbee has not yet reported to the navy department on the cause. He is evidently waiting to write a full report. So long as he does not express himself, I certainly cannot. I should think from the indications, however, that there was an accident—that the magazine exploded. How that came about I do not know. For the present at least, no other warship will be sent to Havana."

The appaling nature of the disaster and the gravity of the situation that would arise should investigation give a basis for the undercurrent of suspicion of treachery and foul play that ran through the minds had a sobering effect on public men of all shades of political opinion. The fact stands forth and is little less than remarkable that not a single resolution was introduced or a single speech made in either house of congress bearing on the disaster, save a resolution of condolence with the families of those killed offered by Mr. Boutelle and adopted by the house of representatives. Public men expressed their opinions with reserve when approached for interviews, but everywhere there was a demand for an investigation and full details in the light of which the horror may be justly viewed.

Secretary Long undoubtedly summarized the general opinion of the majority of the naval experts in finding it impossible just now to state the cause of the destruction of the Maine. There are a great number of theories, but most of them are of a character that make it easy to prove or upset them by a simple investigation by a diver. Secretary Long has taken immediate steps to make this investigation. Late yesterday afternoon he telegraphed to Admiral Sicard at Key West to appoint a board of naval officers to proceed at once to Havana, employ divers and make such inquiry as the regulations of the navy demand shall be made in the case of the loss of a ship. It is expected that this work will take some time, and while there are officers who say that in their opinion it will not be possible, owing to the probably disrupted condition of the hull of the ship, to make out the cause of the explosion, the opinion of the majority is that the question will be easily settled by the simple observation of the condition of the ship's hull plates in the neighborhood of the hole which sank her—whether or not they are bulged, as would be the case if the explosion came from the inside, or whether they were driven in, as would result from the attack of a torpedo, or the explosion of a mine beneath the ship. The large majority of naval officers are inclined to the belief that the explosion resulted from spontaneous combustion of a coal bunker; the overheating of the partitions between the boilers and the magazine, or from the explosion of a boiler, though the last theory finds little support.

The naval constructors, in the light of the dispatches thus far received, say that it is by no means certain that the Maine cannot be raised and again carry the flag. They say that while she is a big ship, others as large have been raised, and at Havana the new drydock would receive her if she could once be gotten above the water. Captain Sigsbee evidently is taking an interest in the future of the ship, for he sent a telegram to Commander Forsythe at Key West that was promptly transmitted to Secretary Long, suggesting that a lighthouse vessel or some such small craft be stationed in Havana harbor on watch over the wreck. The latter, even if beyond resurrection, contains valuable ordnance and other property that doubtless can be secured by divers.

It is said at the navy department that this disaster is the greatest of the kind in naval history since the sinking of the big British warship, Victoria, by collision with the Camperdown in the Mediterranean sea off Malta in June, 1893. By that accident the British admiral commanding, 22 officers and 336 men lost their lives. The Spanish legation was early advised of the horror by Captain General Blanco, who expressed his profound regret and added that the occurrence was an accident, the undoubted cause being the explosion of the boiler of the dynamo. This was the only specific cause assigned from an official source during the day. Mr. Du Bose, the Spanish charge, called at the state department to express his profound regret, and the entire Spanish staff left their cards at the navy department as a mark of personal condolence. At all of the foreign establishments there was the deepest interest and solicitude over the affair, and during the day Ambassador Cambon of France, Sir Julian Pauncefote of the British embassy and other foreign representatives called on the president or at the state department to express their regrets. The disaster is remarkable in that only two officers lost their lives, and these were of junior grades. They were Lieutenant F. W. Jenkins and Assistant Engineer Darwin R. Merritt. The former was unmarried, but leaves a mother and sister. The latter, it is thought, also was unmarried, but the department was unadvised concerning his family.

The Maine had three magazines. The one forward was used for the storage of ammunition for the big 10-inch turret guns. There were 80 rounds of this ammunition, weighing 15,000 pounds. This quantity of explosive is so large that naval officers here can scarcely believe it was possible for any human being on board the Maine to have escaped alive had this magazine exploded entirely. There was no smokeless powder aboard the ship, and the 10-inch ammunition was made up of brown prismatic powder. Not only is this powder most carefully packed in hermetically sealed copper cases, but its heat resisting qualities are so great that it cannot be ignited by the flame of a match, 600 degrees Farenheit being the amount of heat that must be applied for some time to set off the powder. On the other hand, it is readily ignited, in the case of the charge in a gun, by the explosion of a good quantity of fulminate. Every precaution is adopted aboard ship to safeguard the magazine. In its vicinity a sentry stands on duty continually. The doors are closed hermetically except when the ship is cleared for action. At 8 o'clock every night the temperature is taken and the keys of the locked door are placed in the captain's hands for the night. The records of the navy department show that 87 degrees was the maximum temperature in the Maine's magazines during the past month, a very low and safe temperature. These facts make it extremely difficult to account for the explosion, particularly as no visitors are admitted under any circumstances to the magazine. Of course it is possible that there was spontaneous combustion of some fulminate or gun-cotton intended for use in torpedoes. There were no steam pipes or furnaces near enough to the magazine to cause the belief that they might have exploded the powder.

The coal bunkers were in the neighborhood and it is just possible that in them might be found the origin of the accident. It depends on whether they were empty or contained coal to some degree. It is said to be the practice of commanders to empty the fore-bunkers of the ship first, in which case the Maine's bunkers in that quarter were probably emptied owing to the length of her stay in Havana harbor. If, however, the bunkers were not entirely empty, they undoubtedly contained within themselves elements of danger that might account for the explosion. The department within recent years has been greatly troubled by complaints of spontaneous combustion of coal which has endangered the lives of the crews and the safety of the ships. The Cincinnati twice at least has been obliged to flood her magazines to prevent their blowing up during fire of this kind, and the Boston has been in the same condition. In some of these cases shelving in the magazines which separated the powder charges has been charred by the intense heat caused by the burning coal. Although the bunkers are inspected under the regulations at frequent intervals, so numerous have been the cases of combustion that the navy department only recently had the special board investigate the subject with the view to applying preventative measures. Unfortunately this board was prevented from making the thorough investigation necessary, because no funds were applicable to the purpose.

The theory advanced by the Spanish authorities, that the disaster might have been caused by the explosion of the boiler, is accepted at the navy department as within the bounds of credibility. The Maine's boiler was separated from the powder magazines at the nearest point by a space of about four feet usually filled with coal. At least one boiler undoubtedly was kept under almost full steam in order to run the dynamos and move the ship in case of need. The explosion of such a boiler migly easily drive through the bulkhead and fire the magazine.

Inasmuch as suspicion exists in some quarters, that a torpedo was used against the Maine, it may be said that the majority of naval officers believe that the character of the explosion was hardly such as could be attributed to a torpedo. The latter, charged with about 100 pounds of gun-powder or gun-cotton, it is believed, would have torn a large hole in the bottom or side of the Maine, but was scarcely likely to fire the magazine, which is not near the bottom.

The president has ordered that until further notice the flag at all navy yards and at all naval vessels at posts, army headquarters and on all public buildings shall be half-masted.

Late last night the following dispatch from Captain Sigsbee at Havana addressed to Secretary Long was received: "All men whose names have not been sent as saved probably are lost. Have given up Jenkins and Merritt as lost. Bodies are still floating ashore this afternoon. I keep nine officers, one private and Gunner's Mate Bullock here with me."

The following was received from Consul General Lee: "Profound sorrow expressed by government and municipal authorities, consuls of foreign nations, organized bodies of all sorts and citizens generally. Flags are at half mast on governor general's palace, on shipping in the harbor and in the city. Business is suspended and theatres are closed.

"The dead number about 260. Officers quarters being in the rear and the seamen's forward where the explosion took place, accounts [illegible] tional loss [illegible] row at [illegible] Jenkins still [illegible]

"Suppose that [illegible] court of inquiry [illegible] the cause of the [illegible] people will repress [illegible] ly await the decision."

Senator Perkins [illegible] has been a [illegible] knows the [illegible] construction [illegible] said: "[illegible] are 999 in [illegible] result from accident [illegible] gested that the [illegible] occurred while [illegible] handled, but that [illegible] as ammunition [illegible] anchor is not [illegible] right. Every [illegible] spark of fire on [illegible] tant from the [illegible] no possibility of danger [illegible] being communicated [illegible] tion. The discipline of [illegible] men on the Maine, as [illegible] other vessel, is such [illegible] sion could not have [illegible] action of any one of [illegible] zines of the Maine [illegible] her class and the [illegible] operates them are constantly [illegible] the nicety of a watch [illegible] pressure of an electric [illegible] azine on board the vessel [illegible] stantly submerged and [illegible] gain such headway as to [illegible] of the magazines [illegible] That it was not an accident [illegible] sured, and that it was due to treachery I am convinced."

Mr. Cummings of New York [illegible] ber of the house naval committee, unhesitatingly gave it as [illegible] that the ship had been blown up by a floating torpedo. "It would [illegible]" said he, "for someone to have floated a torpedo down upon the [illegible] lay at anchor." Mr. Cummings [illegible] was more reasonable [illegible] Maine had been blown up [illegible] the first time in our history [illegible] warships had [illegible] agency. In spite [illegible] which a torpedo [illegible] under the Maine [illegible] sion when [illegible] joke, swarm [illegible] in New York [illegible] bogus torpedo [illegible]

SIXTY-TWO [illegible]

Brought to Key West [illegible] Last [illegible]

Key West, Feb. 1[illegible] Olivette, with 62 survivors on board, arrived here [illegible] seven and a half hours [illegible] the number 20 are [illegible] and one fatally. Company [illegible] tillery, took possession [illegible] fore the vessel's [illegible] the excited crowd [illegible] the population of [illegible] not in uniform [illegible] board.

The Associated [illegible] say Purser Ders [illegible] gave the following [illegible] disaster: "The [illegible] mystery to everyone. [illegible] forward magazine, where [illegible] ward of amidships [illegible] line. The coal bunkers [illegible] separated by two [illegible] cording to custom [illegible] spected at 8 o'clock [illegible] the temperature found [illegible] magazine was locked [illegible] to Captain Sigsbee [illegible] their hammocks in the [illegible] the ship soon after 9 [illegible] plosion occurred at 9 [illegible] awful and overwhelming [illegible]

No one can [illegible] count. About [illegible] forward part of the [illegible] and of these several men [illegible] mocks slung [illegible] plosion split the [illegible] two and threw these and one marine who were sleeping on the superstructure [illegible] in the air and into the water. In the magazine were 25 tons of [illegible] powder, used for charging the big guns, there being no dynamite, detonating powder, nor torpedo heads, and nothing in fact that could be exploded by concussion. In the main magazine all the high explosives were stored and this magazine did not explode. The [illegible] wires connecting with one of the magazine. It is not believed that the Maine was destroyed by a torpedo [illegible] as if this were the case a hole would have been torn in the bottom and the ship would not have been [illegible] to atoms as was the case. The after part of the ship sank in three minutes and the officers and survivors of the crew escaped half clothed. Pieces of the wreckage flew a distance of 500 yards.

The officers, as a rule, were reticent and followed in line with their chief, Sigsbee, in saying that the cause of the explosion could only be ascertained by divers, but many of the sailors were outspoken in their declaration of belief that the explosion was a deep laid plot of the Spaniards. They are greatly incensed against the Havana people, who have shown them small courtesy, who looked upon their presence as a national affront and who have published [illegible] mous circulars [illegible] Americans." They [illegible] authors of such [illegible] hatred would [illegible] vengeance as [illegible] Maine. These [illegible] the drills [illegible] man-of-war [illegible] interest [illegible] thought of.

LATEST FROM [illegible]

Havana, Feb 17.—Out of [illegible] number of the crew of [illegible] saved. The following [illegible] hospital. All but three will [illegible] man couldn't give [illegible] Cronin, New York; W[illegible] Boston; John Sons [illegible] Brooklyn; James [illegible] cis Cahill, Massachusetts; [illegible] Boston; Fred Gerne, New [illegible] N. J.; Charles A. Smith, [illegible] Alfred Herns, Norway; [illegible] Portland; Alf Johnson, S[illegible] Mattson, Sweden; Georg [illegible] Rapids; B. R. Wilbur, [illegible] Sweden; John E. White [illegible] Heffron, Brooklyn; F. F. [illegible] New York; William Matteson, [illegible] Mich.; H. Judson, St. Louis; W. [illegible] Brooklyn.

Lieutenant Commander R. Wainwright of the Maine was [illegible] undressed at 9:45 p. m., and was [illegible] in his cabin next to that of Captain Sigsbee when the explosion occurred and put out the electric lights. He [illegible] a match and went to Captain Sigsbee's cabin. The captain, it appears, had [illegible] from his bed, but was uninjured. They both went on deck and ordered the men to flood 2500 pounds of guncotton which were on board. The order was carried out, but the men never returned. Havana, however, was saved from a still more terrible explosion. Four boats were lowered, all manned by officers, and one of them was lost.

The Maine, at the time of the explosion, was at anchor about 500 yards from the [illegible] and some 200 yards from the [illegible] k.

Captain Sigsbee, when interviewed [illegible] evening by the correspondent of the Associated Press with reference to the cause of the explosion, said: "I cannot [illegible] determine the cause; but competent [illegible] investigators will decide whether the explosion was produced from an interior [illegible] cause. I cannot say anything [illegible] such an investigation has [illegible] I will not and cannot con[illegible] ly anticipate the decision, nor [illegible] to make any unjust estimate [illegible] son for the disaster."

The Discussion says that fire broke out on board the Maine at 7:30 p. m., and that the crew were unable to extinguish it. The first explosion is said to have been caused by over 600 pounds of gun cotton and the subsequent explosion is alleged to have been caused by shells and cartridges.

"WORK OF THE SPANIARDS."

New York, Feb. 17.—An evening paper quotes Horatio S. Rubens, counsel for the Cuban junta, as saying: "Taking everything into consideration, I am firmly convinced that the tragedy in Havana harbor was the work of the Spaniards. It is well known that there has been a very bitter feeling among the Spaniards in Cuba against the Maine. Canalejas' own paper, The Herald, has repeatedly stated that the presence of the Maine was a menace to peace, and it was to the editor of this paper that De Lome wrote his famous letter. At a bull fight in Cuba a week ago Sunday the Spaniards openly insulted men from the Maine, and the feeling against them has gradually grown to be very bitter.

"It would have been comparatively easy to plant a torpedo under the Maine. If any Spaniards did it they certainly acted in connivance with the Spanish authorities. I feel certain it was not the work of the Cubans, because if they had wanted to blow anything up they would have directed their force toward Spanish vessels or Weyler long before this."

HAD A NEW EXPLOSIVE.

Madrid, Feb 17. Admiral [illegible] commander-in-chief of the [illegible] in the course of an [illegible] Maine had on board a [illegible] [illegible] based on gun-cotton [illegible] by a special process." [illegible] sives, he added, were very dangerous [illegible] slightest friction causing [illegible] He believed the disaster [illegible] such a cause.

The Herald remarks: "Although Americans try to represent us a people [illegible] of virtues, we must face this horrible misfortune sincerely and express feelings of compassion. In the face of provocative Americans we shall always remain a proud people; but in the face of men in misfortune, of whatever nationality, our hearts are always full of pity."

WRECK OF THE MAINE.

New York, Feb. 17. A special to The [illegible] from Havana says: "I have just [illegible] of the Maine silently en[illegible] the torture caused by powder [illegible] faces and bodies, broken bones [illegible] flesh. They are being well [illegible] by the military hospital at San [illegible]. All the injured men showed [illegible]. You can't hear a whimper [illegible] of the 29 swathed forms in San [illegible] hospital, nor from those any[illegible]

[illegible] in the bay lies the wreck of the [illegible]. Her steel upper deck forward [illegible] completely lifted and turned [illegible] on her starboard side. None of [illegible] guns in the turrets are visible. The Maine is slightly listed to port, and all forward of her massive cranes for unloading ship's boats has completely disappeared. The big funnels lie flat on the twisted and gnarled iron braces and pieces of steel deck. From the funnels aft the ship seems to be intact. She has settled until the water has covered the top of her superstructure."

CAN'T IMAGINE THE CAUSE.

Boston, Feb. 17.—Rear Admiral Kimberly, who commanded the United States squadron at Apia, Samoa, could not imagine how the Maine disaster happened. No hand grenade thrown by a Cuban or a Spaniard, as the morning dispatches intimate, could do such damage. A torpedo in the water would have blown up the boat. The accident was not caused by these means. It may have been the result of some chemical action in the magazines—a combustion perhaps.

"In my judgment Spain had nothing to do with the affair. I refer to the government. An enraged Spaniard—or an enraged Cuban—well, that is another matter. Spain wants no war with us. She knows too well her position as regards resources."

SHOCKED AND HORRIFIED.

Princeton, N. J., Feb. 17.—Ex-President Cleveland said: "I am greatly shocked and horrified at the lamentable disaster to the battleship Maine, and sincerely hope that later information may serve to mitigate its horrifying details. I was not personally acquainted with any of the ship's crew, but greatly [illegible] that our navy should suffer the loss of such a ship and that so many [illegible] had to be sacrificed. Of course I would not express an opinion as to whether the disaster was due to accident or Spanish design, as nothing but most meagre particulars have reached me. I sincerely hope, however, that investigation will show that it was accident pure and simple."

DISPATCH OF CONDOLENCE.

London, Feb. 17.—At a largely attended meeting of Irishmen convened to celebrate the events of '98, under the chairmanship of James O'Kelly, Parnellite member of parliament for North Roscommon, it was unanimously voted to send a dispatch of condolence to the American nation upon the loss of the warship Maine. Messrs. Dillon, Davitt and O'Brien were present. The speeches were generally very violent against Great Britain.

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After trying remedies that help you.
When you have tried "cures" that didn't.
When you are completely stuck and in despair.
When your poor back still aches.
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The unexpected always happens.
If you toss all night racked with back pain.
If you cannot bend over and straighten up.
Depend upon it, its your kidneys.
Kidney disorder rarely leaves of its own accord.
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Doan's Kidney Pills do not compromise.
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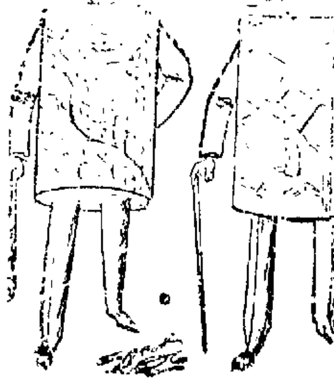
This is their mission and they fulfill it.
Read how they fulfilled it in the case of this Portsmouth citizen:

Mrs. C. H. Gould of No. 12 Cass Street, says: "Reading one evening in a newspaper I came across an advertisement about Doan's Kidney Pills and it occurred to me that they would be good for my son. He had weak kidneys for years, having been injured by the toss from a cow. For a long time after the mischance it was thought that he could not recover, and when he was able to get around his kidneys were in a very serious condition. Lately it developed into a bad back, accompained with a urinary weakness and dizziness and pains in the head. I got Doan's Kidney Pills for him at Philbrick's pharmacy in the Franklin block. They proved to be the very thing that he required. The aching and the lameness in his back stopped and the urinary weakness was corrected, and in other ways he was improved. I can highly reccommend Doan's Kidney Pills, after witnessing the very great relief afforded my son. They are a reliable medicine."

Doan's Kidney Pills for sale by all dealers. Price 50 cents. Mailed by Foster—Milburn Co, Buffalo, N. Y., sole agents for the U. S. Remember the name Doan's and take no substitute.



The Body of Wall Paper

Should be strong enough to bear a little usage without tearing or scratching, We have not lost sight of this when purchasing our stock ; and quality and beauty go together.

We are showing some exclusive designs for the bedroom, parlor or kitchen that are beautiful in coloring, but are very inexpensive.

J. H. GARDINER, 10 & 12 Daniel St. Portsmouth, N. H.

PENNSYLVANIA RAILROAD

PERSONALLY CONDUCTED TOURS.

January 10, Feb. 7, March 14 April 1 and May 16, tours will leave Boston for

WASHINGTON

Mt. Vernon and Arlington,

Visiting Philadelphia and all points of interest in Washington. Stop over in New York if desired.

7 Days All Expenses Except Supper Returning $23

Washington---Old Point Comfort

Eight-day tours will leave Boston January 4, Feb. 22, March 22 and April 12.

RATE $28.

Tours to California and Florida

Itineraries of D. N. BELL, Tourist Agent, 205 Washington Street, Boston.
J. R. WOOD, Gen. Pass. Agt
GEO W. BOYD, Ass't .Gen. Pass. Agt

MUSIC HALL,

3 Nights Only

THURSDAY FRIDAY SATURDAY Feb. 17, 18, 19

The Marvel of the Age,

EDISON'S LATEST —AND— GREATEST

Moving Picture Machine,

THE GRAPHOSCOPE.

Admission 25c, Reserved Seats 35c

Seats on sale Thursday, the 14th at Grace's Drug store.

Classified Advertisements.

Small advertisements set solid without display

Seven Words to a Line

Such as Wants, For Sale and To Let, 2 cents per week 20 cents one insertion.

Send 10 cents to us and we will send you a bottle of our Dandruff and Scalp Cure. F. McKee, Dover, N. H.

TO LET—Furnished room with steam heat, Apply at 34 Fleet street.

CHRISTIAN man wanted, not employed, acquainted with church people; $18 per week. Write Standard Manufacturing Co., 11 Franklin St., Boston Mass.

HOW TO MAKE MONEY!

If you are out of employment and want a position, paying you from $5 to $10 monthly clear above expenses by working regularly, or, if you want to increase your present income from $20 to $300 yearly, by working at odd times, write the GLOBE CO, 723 Chestnut St Philadelphia Pa., stating age, whether married or single, or present employment, and you can secure a position with them by which you can make more money easier and faster than you ever made before in your life.

OLIVER W. HAM.

SUCCESSOR TO SAMUEL S. FLETCHER,

60 Market Street,

Furniture Dealer —AND— Undertaker.

NIGHT CALLS at side entrance, No. 2 Hanover Street and at residence, Cor. New Vaughan Street and Raynes' Ave.

Telephone 59—2.

Sewing Machines Repaired,

Needles and Supplies of all Kinds

C. E. Chadwick & Co.,

Agents for the Domestic.

11 Bow St.

Granite State FIRE Insurance Comp'y,

OF PORTSMOUTH, N. H.

Paid up Capital, $200,000

OFFICERS

President, FRANK JONES.
Vice-President, JOHN W. SANBORN
Secretary ALFRED F HOWARD
Ass't Sec., JOHN W. EMERY
Treasurer, J. V. HANSCOM.
Executive Committee, FRANK JONES, JOHN W. SANBORN, CHARLES A. SINCLAIR, ALBERT WALLACE and E. H WINCHESTER.

COAL

O. F. Philbrick & Co.,

4 Water St.

WOOD

For a Stylish Hitchout Go to C. E. Dempsey's Stable, Deer Street,

Or call him by telephone 18-3 and he will send any team you want to your door.

Choice Horses, Well Equipped Carriages,

PILES Williams Indian Pile Ointment is a sure cure for PILES. It absorbs tumors, stops itching, GIVES RELIEF. 50c and $1. At Druggists.

For Sale by Geo. Hill, Druggist.

NewspaperARCHIVE®

GREAT

Sacrifice Sale of

CLOAKS

— AT —

Lewis E. Staples,

7 Market Street.

COLUMBIAN CHOCOLATES

Finest Grade

Per pound 50c.

Maillard's Famous Mixture

OF CHOCOLATES AND BON BONS

25 Cents

WYLIE'S MOLASSES KISSES,

20 Cents.

GREEN'S WALNUT KISSES.

20 Cents.

GIBSON'S LIME FRUIT TABLETS,

Per Quarter 15 Cents.

Philbrick's Pharmacy Franklin Block Portsmouth, N H

W. E. PAUL,

45 Market St.,

PORTSMOUTH,

Gives away to every customer who purchases 31c. worth or over, a 25c. ticket for

Edison's Graphoscope Entertainment

— AT —

MUSIC HALL,

February 17, 18 and 19.

A High Pair Which Can't Be Beaten!

Our line of Boys and Youths shoes is unsurpassed for elegance or wear. Prices cannot be duplicated elsewhere.

KNIGHT'S

Shoe Store,

10 Market Square.

Again we Say,

It Has No Equal

Patronize The Portsmouth Steam Laundry.

The Best Machinery.

The Best Workmen.

The Best Laundry.

J. Edw. Pickering. Proprietor.

67 State St.

Telephone, 43-3

THE HERALD.

1898 FEBRUARY. 1898

Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

MOON'S PHASES.

Full Moon	1:40 p m. 6	New Moon	20 2:56 p.m.
Third Quarter	7 51 p.m. 13	First Quarter	28 6:29 a.m.

WEATHER FORECAST

Partly cloudy weather will prevail Friday with slowly rising temperature and fresh to brisk northeasterly winds, followed by snow in the northern and rain in the southern districts. Saturday cloudy to partly cloudy weather preceded by snow and rain and brisk to high, variable winds with slightly higher temperature, followed by clearing.

ALMANAC. FRIDAY, FEB 18.

Sun rises—6 36; sets 5 21

Moon sets—5 11 a m

High water—2 a. m., 2 30 p. m.

THURSDAY, FEBRUARY 17, 1898.

Political Electricity

The electric railroad question will play a most important part in the coming municipal election and as near as can be learned both parties will have solid electric railroad men in the field. Portsmouth has wanted and has needed an electric road for years and now she means to get it. The people demand an electric road and the time is now ripe for it. The indications point to success and a first class road will greet the summer visitors.

Limber Up Boys!

A company to work the hand engine Piscataqua has been formed among the members of the Veteran Firemen's association with the following officers:

Foreman, Lemuel T. Davis;

First Assistant Foreman, Charles E Dodge;

Second Assistant Foreman, Isaac Farr;

Clerk, W. S. Lord.

The Regular P A C Meeting

The regular meeting of the Athletic club was held last evening President G. Fred Drew in the chair. Six new members were elected. President Drew stated that the total receipts of the Minstrel show amounted to $912.00 and the expenses would be in the vicinity of $600-00. The attendance considering the weather was large.

Talked of the Maine

Rear Admiral C. C. Carpenter, U. S. N., retired gave a number of his friends an idea of how the Maine was destroyed at Havana, from what he had learned of the circumstances. The admiral's knowledge of the vessel and her construction made his talk most interesting.

Everbody's liable to itching piles. Rich and poor, old and young—terrible the torture they suffer. Only one sure cure. Doan's Ointment. Absolutely safe: can't fail.

A GOLD WATCH

Is a good thing to have in your pocket. The watch you should carry is in our stock and the price which we offer it at makes it extremely easy to pocket the very one you want.

Remember the Place,

The New Jewelry Store, Franklin Block

51 Congress St.

PAUL M. HARVEY,

(Successor to)

HODSDON & HARVEY

Portsmouth, N H

Cures Piles

Granite Pile Cure.

Trade Mark Registered

Formerly Eureka

Has cured thousands, it will cure you It costs you nothing to try it, for if it don't relieve and cure you your money is PAID BACK TO YOU. A written guarantee to that effect in every cure. It is a strictly first-class cure in every respect; it is neat and clean; a sweet smelling cure. No soiling of the hands to apply it. IT IS THE BEST.

On sale in Portsmouth by F. B. Coleman, W. D. Grace, Boardman & Norton Goodwin E. Philbrick and Green's Pharmacy.

Manufactured By

GRANITE PILE CURE Co.,

Concord, N. H.

THE NAVAL DISASTER.

Well-Known Naval Official Says Not an Accident.

The Maine Was Blown up and by a Spaniard He Believes

You may say in the HERALD said a prominent naval officer (one who ranks well up to the highest notch and has seen service in many of our first class vessels) that I believe that the blowing up of the Maine was due to the explosion of a torpedo which was floated down against the bow of the ship and as soon as it came in contact with the big war ship an explosion followed and an investigation will prove my statement. The talk about a hand grenade being thrown on the vessel is all rot. I say that it is impossible to explode her magazine on the inside, excepting that an infernal machine was smuggled aboard ship and so arranged as to explode after a number of hours. Isn't it strange that one of our most formidable battleships, the best fighter in the navy which has been afloat for years should go to Havana and go down as the result of an explosion. Is it not strange that it should happen at night when many of the officers were ashore.

The Spaniards have been threatening vengeance on the Maine and her men ever since she anchored in the harbor. Who wanted the Maine to go down? Why, the reply of Captain Sigsbee that he did not know whether the explosion was inside or outside is enough. If the explosion came from within some of the survivors would have known it. Spain may not have known anything about the program to sink the Maine, but one of her subjects knew it, and as they are a half civilized crowd to a great extent, I am not surprised. The talk about a dynamo boiler explosion causing such an accident is all "bosh," it would not have caused her to sink. The Maine was a big 7000 ton ship, and she was so built that if a large part of her was blown away she would still float.

It is well for our officials to keep our people in restraint by attributing the horrible affair to an accident but the officers of the navy will not believe it. The readers of your paper will remember what happened during the Cuban war about ten years ago when one of the large steel iron clads of the Spanish navy was in the dry dock at our navy yard in New York and trouble was threatened with Spain. What happened then, why a monster coal barge was filled with coal and towed down to the yard and just as it arrived in front of the dock where the Spanish war vessel was it sank, the result was that the war vessel could not get out of the dock for weeks. Do you think Spain has forgotten that affair?

Our people said it was an accident but we know perfectly well that it was done to keep that ship where she could do no harm as our navy was rather weak at that time.

If the Maine had only been in commission a short time, or had she been steaming with all her boilers running, it might have been an accident, but the fact remains that she has been for years equipped just as she is now, and while lying at anchor at night with hardly any fires going, she should explode from an accident on board does not look reasonable.

The Spaniards have threatened destruction to the Maine, and she has gone to the bottom with the lives of 258 men, and when all the facts are learned the cause of such a slaughter of innocent Americans will be placed at the door of a subject of Spain.

Wagon Blown Over

Eddie Call, proprietor and driver of the parcel delivery team, met with a very peculiar accident yesterday afternoon while attending to his duties.

He was on his way to deliver a bundle on Richards avenue and was driving in his covered delivery wagon. When part way down the avenue a terrific gust of wind blew the team over on its side with Mr. Call on the inside. He pluckily held on to the reins and prevented the horse from running away until he could crawl out and unharness him. The wagon top was badly demolished while Mr. Call suffered a dislocated finger. Several attempts were made to set the wagon up on its wheels but the wind blew such a gale that it was impossible and the driver had to leave it in the road until last night.

Death of Chief of Police Tufts

Messrs. Walter L. and Wm. H. Tufts were summoned to Skowhegan, Me., on Monday by telegram announcing the sudden illness of their father, Chief of Police Tufts, of Skowhegan. Mr. Tufts and a friend had gone to Madison, Me., to buy some horses and was taken ill at the hotel there and could not be taken home. He rallied for a short time, but sank again and passed away on Tuesday morning. The deceased leaves a wife and three sons, of whom the eldest is general manager of the Portland Paper Company's plant at Mechanic Falls, Me., while the others are residents of this city and named above.

PERSONALS.

W. B. Woodward is visiting in Concord.

John Place of Dover was in town Wednesday.

E. Scott Owen was a visitor in Concord yesterday.

H. P. Montgomery was in Boston today on business.

F. E. Hasty is improving from an attack of rheumatism.

Miss Nellie Hayes of Chelsea, Me., is the guest of friends in this city.

Attorney William Roberts of Dover was in town yesterday on business.

Councillor Joseph O. Hobbs was one of the interested spectators at the P. A. C. show.

Mr. Lincoln Coleman left today on a short fishing trip to the northern part of the state.

Miss E. Emma Brackett of Brockton, Mass., is passing a few days in this city, the guest of Mrs. B. F. Lombard.

Austin S. Trefethen of this city went on duty as temporary surfman Wednesday at the Rye Beach life saving station.

Mr. Harold B. Noyes of Newburyport, who sang at the P. A. C. Minstrels, returned to his home on Wednesday evening.

Messrs. L. W. Brewster and A. C. Hoyt attended the meeting of the Provident Mutual Life association at Concord on Wednesday.

Messrs. Horace W. Waldron and Thomas R Martin, returned today, after having attending the convention of gas engineers in Boston.

Mr. Fred Drew who has been the guest of his parents Mr. and Mrs. Samuel Drew on Hill street for the past week, has resumed his duties in New York city.

Hon. Frank Jones visited Boston yesterday for the first time in three weeks which is something unusual for him to remain away from the Hub for so long a time.

Hon. Albert Rowe, a native of this city, celebrates the eighty-first anniversary of his birth today, at the home of his daughter, Mrs. Thomas Nichols, in Wheatville, N. Y.

Miss Mabel Johnson, who has been the guest of her sister, Mrs. Charles E. Almy on Wibird street for the past month, has returned to her home in Auburndale, Mass.

FOURTH ANNIVERSARY.

Constitution Lodge, K. of P., of Kittery Celebrates the Event.

The fourth anniversary of the institution of Constitution Lodge, No. 88, Knights of Pythias of Kittery, was observed last night in Wentworth hall, and in spite of the very disagreeable storm about seventy-five members and invited guests were present and passed a most delightful evening.

The exercises consisted of a concert by Joy & Philbrick's orchestra of Portsmouth, after which an elegant banquet was served in the dining hall. Past Chancellor Calvin L. Hayes acted as toast master at the post-prandial exercises, many prominent members responding with remarks. Dancing followed the speechmaking.

The committee of arrangements was—Chairman, Everett E. Otis; John W. Green, Alvah H Frost, W. T. Burrows, W. E. Grogan.

The elegant banquet was prepared by the following gentlemen, who acted as waiters—John W. Green, Frank O. Kuse, W. H. Winthrop, B. F. Bunker, George B. Gibson, E E Otis, Edwin H. Kimball, L. D Grant.

Was it a Torpedo?

(Special to the Herald)

WASHINGTON, D. C., Feb. 17.—Important information has been received at the navy department this noon in which Capt. Sigsbee intimates that a part of the wreck of a torpedo has been found.

The members of the New Hampshire delegation admit from what information they now have, that it looks like the job of a Spaniard. President McKinley is giving his personal attention to the investigations and has ordered that all official information be made public.

Secretary Long and Chief Hichborn have been in consultation for several hours today and it is understood that the chief is devising plans to raise the Maine.

It was known by the Spaniards that the Maine carried the most complete outfit of explosives that any ship could have on board. It is admitted that Havana harbor was filled with sunken torpedoes for protection.

For Weak Men With Nervous Debility.

Weak men suffering from nervous debility, weakened powers and exhausted vigor can now take new hope. Dr. Greene of 34 Temple Place, Boston, Mass., the most successful specialist in curing this class of diseases, offers to give free consultation by letter to all weakened, vigorless and nerve exhausted men. Write him immediately. He will explain your case so you can perfectly understand your condition. He will cure you with his wonderful strengthening and invigorating medicines.

The life saving crews kept a sharp lookout last night but as the sea-faring man had ample warning no wrecks are expected.

CITY BRIEFS.

King Boreas has reasserted himself.

Oh! what a fickle, changing thing
This winter weather is;
It snew, it blew, and then it thew,
And now "by jing," it's friz.

Local politics begin to show signs of life.

The HERALD still leads in all important news.

The board of registrars are having but little to do.

Last night was a tough one for the life saving crew.

Local stocks of valentines were pretty well cleaned out.

Ladies and gents box calf shoes for $2.00 at Knights.'

A good cigar is man's enjoyment. Next time try Dowd's Honest 10.

The air has been full of rumors regarding the sinking of the Maine.

Call in and look over W. E. Paul's 5 10, 15, 20 and 25c. counters.

A minstrel show will hereafter be an annual feature of the P. A. C.

W. E Paul has some big bargains on his 5, 10, 15, 20 and 25c. counters.

If this winter isn't of the genuine, old-fashioned variety, we lose our guess.

Yesterday was a hard day for the motormen and drivers of delivery teams.

Washington's birthday comes on Tuesday next and Lent begins the day after.

Beautiful snow no longer inspires poetical sentiment We have had too much of it.

Train No. 14 today was run in two sections owing to a delay on the Maine Central.

The demand for real estate is as brisk in this city as anywhere in New Hampshire.

Don't fail to call in W. E Paul's Saturday evening and look over his bargain counter.

People that bought New York papers last evening for news about the Maine got left.

It would be an easy manner to organize an army of 1000 men in this city to go to Havana.

The Pythian Sisterhood are to give an assembly in Philbrick's banquet hall tomorrow evening

The "S. G." Londres is made of the choicest stock and is the best ten-cent cigar in the market.

E. Percy Lawrence has received many compliments for his clever work in the ohio at the P. A. C. show.

Electric railroad talk took a side track yesterday and the terrible catastrophe to the Maine took precedence.

Candidates are now showing their electric railroad history in order to establish their claim to run for office.

Mail from Vermont was considerably delayed yesterday owing to the fact that over 18 inches of snow fell there.

There will be a new moon on Sunday and nearly everyone hopes it will bring a change for the better in the weather.

Joy and Philbrick's orchestra furnished the music for the K of P. dance and entertainment in Kittery last evening.

If you wish to have comfort have your shoes tapped with rubber. We warrant every pair. John Mott, boot and shoe repairer.

Interlocutor J. P. Conner has received many compliments for the successful manner in which he handled his part at the minstrels.

It was a tough night for all the policemen, but the man who had the severest struggle was undoubtedly he who patrolled the coast.

Telegraph operator C. W. Hall of Kittery Point has been substituting for the past three nights for night operator Kane at this depot.

The florals presented to "Jack" Newell on Tuesday evening, during the P. A. C. minstrels, were the finest ever passed over the footlights.

A number of Portsmouth people attended the fourth anniversary of Constitution Lodge, K. of P in Wentworth hall, Kittery last evening.

Said a local news dealer last evening, "The Portsmouth HERALD had more news regarding the battle ship Maine, than the evening Boston papers.

The twelfth annual ball of M. H. Goodrich S. F. E. Co., No 4, will be held at Philbrick ball next Monday evening and will be a great success.

Constitution Circle, Companions of the Forest, holds its annual ball at Peirce hall next Friday, and previous to the grand march an entertainment will be given.

With the P. A. C. minstrel show, the sensational electric railroad hearing and the sinking of the battleship Maine Portsmouth people have had enough to talk about for the past week.

Eastman's celebrated orchestra of Portsmouth arrived in town this morning en route on an extensive business trip including Meredith, N. H, Newbury and Norwich, Vt., thence to Hanover, where they are booked for a grand orchestral concert under the auspices of Dartmouth college gymnasium; returning home they are booked for a concert at Charleston, N. H. —Dover Republican.

COLLECTOR ELWELL

Senate Confirms Nomination for Portsmouth District

A despatch from Washington reads:—The senate today confirmed the nomination of R. H. Elwell as collector of customs of the district of Portsmouth, N. H.

Postmaster appointed—Marlow, N. H, Charles A. Clapp.

Tredick Family Reunited

The Tredick family who were evicted from the tenement house they were occupying on Maplewood avenue for nonpayment of rent are to be reunited again.

Mrs. Tredick and the little children were sent to the almshouse yesterday as there was no other place for them to go. Today county commissioner deRochmont has been looking around trying to find a suitable tenement for the family as soon as one is found the furniture and goods belonging to the family that are stored in Woods Bros. store house will be moved in and the family will take possession. It is thought that with the help of the county and what little the husband and father can earn, they will not want in the future. Rev. Father Delaney is much interested in the family and will personally see that their needs are attended to.

With the Police

Probably no people suffered any more with the cold last night than did our policemen who were obliged to be out in it for hours at a stretch. The fierce north west wind that blew with a hurricane force, made the cold all the more intense. When they did have an hour's respite at midnight, Capt Hilton had a pot of steaming hot coffee ready for them to drink while eating their lunch.

Three lodgers were the only occupants in the corridors and they were also served with a cup of hot coffee which made them think that Portsmouth was not a very bad place after all.

Has Been Seriously Ill.

"After serious illness I was weak and lame and suffered from liver and kidney troubles. I beg n taking Hood's Sarsaparilla and it has done me a great deal of good. My husband was troubled with rheumatism and liver complaint, and has been relieved by Hood's." CELINDA L BREED, Chesterfield Factory, N. H.

HOOD'S PILLS are the only pills to take with Hood's Sarsaparilla. Cure all liver ills.

CASCARETS stimulate liver, kidneys and bowels. Never sicken, weaken or gripe 10c.

Up in the state the storm yesterday was more severe than it was nearer the coast.

Economy is Revenue

Domestic Wrappers

Are the greatest wrapper economy because it furnishes the most wear at the least cost. It is a continuous revenue too, because each sale is the spokesman for others.

Bargain "DOMESTIC" $1.00 Percale Wrappers at only 79c.

Veilings,

The 25c. Veilings for 5c. and 15c per yard are worthy of notice.

FOYE,

The Ladies' Furnisher.

Your Lace Curtains and Woolen Blankets

When they need cleansing, send them to the

Central Steam Laundry, 61 State St.

Where they will receive prompt and careful attention. Laundering in all its branches executed in a thorough manner Goods called for and delivered.

W. G. WIGGIN. Proprietor

AUCTION

— OF —

CREAMERY BUSINESS

The stock, Good Will, Fixtures and Appurtenances complete of the

Nestle Down Creamery Co.,

Will be sold at auction on the premises on

Saturday, Feb. 26 at 12 Noon.

This sale is intended as a closing-up of the affairs of the above company and the purchasers will be required to allow the fixtures to remain in the premises in which they are now situated, viz:

71 1 2 WEST St., PORTSMOUTH, N H

and to remain in the business.

Rent of premises and other conditions will be made known at time of auction, above stated.

J G. Tobey, Jr., Auctioneer,

MUST BE SOLD!

GEORGE B. FRENCH

Offers The Following Jackets And Capes At Final Clearance Prices:

1 ASTRACHAN FUR CAPE, worth $25 00, now $17

1 BLACK FRENCH CONEY FUR CAPE, length 30 inches, worth $10.00, now $5.50

1 ELECTRIC SEAL CAPE, length 30 inches, with Marten Collor, old price $31.00, new price $20

4 FINE KERSEY AND BOUCLE JACKETS, old prices $10.00 and $12.00, new prices $5 00, $6 00

Your choice of our FINEST JACKETS, old prices $18.00, $20.00 and $22.50, new prices $12 50, $15 00, $15 00

5 ELEGANT KERSEY JACKETS, worth $6.00 now $2 75

1 ELECTRIC SEAL JACKET, size 36, old price $33.00, new price $21

3 ELECTRIC SEAL JACKETS, fine quality, size 36, 38 and 42, worth $45 00, now $33

This is Our Final Cut on This List, Unless Sold Will Be Packed Away Shortly.

GEO. B. FRENCH'S

A special sale of Men's and Young Men's Suits, to close up several lots of all wool Scotch Tweeds and Worsteads.

The lowest price suits in this lot worth $10 To close this assortment of styles these suits are placed on a special table at

CHOICE FOR $7.75.

HENRY PEYSER & SON.

PURE

NEATS FOOT OIL.

For the Harness or Shoe.

PRYOR & MATTHEWS,

16 Market Street.

7-20-4

10 Cent Cigar.

Little Gold Dust, Havana Filled, 5c Cigar.

R. G. SULLIVAN, Mfr.

For sale by all dealers. At wholesale in Portsmouth by F. S. Wendell.

Publisher of Sea Side, City and Mountain Souvenirs.

Maker of Large Colored Photo Gravos.

Send for Estimates,

C. S. GURNEY, Artist.

Portsmouth, N H

FIRE, LIFE AND ACCIDENT INSURANCE

Placed in the Best and Strongest Companies

— BY —

C. E. TRAFTON, - - - Agent,

1 Congress St.,

Portsmouth, N. H.

PORTSMOUTH KISSES

Are the Best.

They are Delicious

MOLASSES, WALNUT AND CHOCOLATE.

— Manufactured by —

RALPH GREEN.

I OFFER AS FOLLOWS A FEW SECURITIES OF THE

PORTSMOUTH, KITTERY & YORK ELECTRIC RAILWAY

BONDS 6 per cent gold, 20 years, first mortgage on entire property. Price 105 and interest, March and Sept to net 5 7 per cent.

STOCK Paying 12 per cent dividend (1 per cent per month regularly) Price par.

ALFRED A. BLAIR,

— INVESTMENT SECURITIES —

8 Congress St., Boston.

P. O Box, 2684. Telephone, 3660. Boston

SELL YOUR

Real Estate

— Through —

F. D. BUTLER

Real Estate. Fire Insurance and Auctioneer.

Room 7, 1 Congress St

R. H. HALL,

UPHOLSTERER OF FINE AND MED FURNITURE.

Manufacturer of all kinds of Cushions and mattresses. Furniture repaired in a first-class manner at short notice.

A Large Assortment of Cover ngs

4 Hanover St Near Market

Business and Trance Medium

Mrs. C. H. Clark, a reliable Clairvoyant can be consulted daily, also evenings

No. 29 1-2 Market St. Terms 50 c

NEWSPAPER ARCHIVE®

NEWSPAPER ARCHIVE®